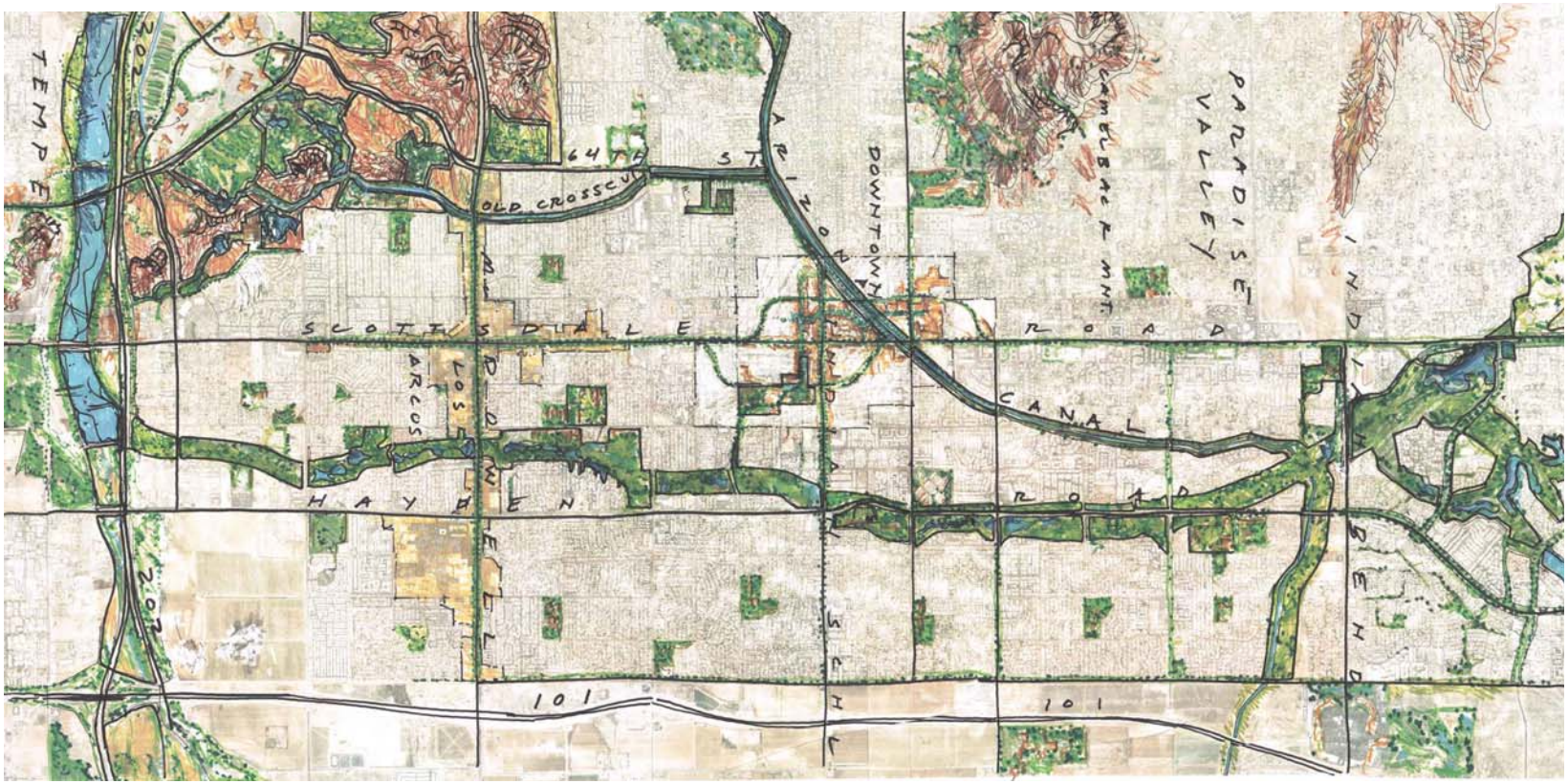
Indian Bend Area

Winter 2002-2003



Draft Indian Bend Area Strategic Plan
Action Plan

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Draft Indian Bend Area Strategic Plan
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Indian Bend Strategic Plan Mission:
To create an action plan for the sustainability and revitalization of Scottsdale's neighborhoods, to work with the neighborhoods to build on each neighborhood's strengths: stability, diversity and opportunity.

Introduction and Context

A prime consideration of the City Council is the preservation of the city's neighborhoods. In recent years, the area of the city south of Indian Bend Road has been the subject of concern for the City Council and for city staff. With the closing of the Smitty's store on east McDowell Road and the demolition of Los Arcos mall, there is a concern of business turnover and aging commercial stock that has perhaps influenced a lack of investment and reinvestment in the area. This area includes some of the city's oldest residential neighborhoods as well. Forty percent of Scottsdale's population lives in this section of the city making it doubly important to preserve and protect these neighborhoods.

The Indian Bend Strategic Planning area encompasses approximately 14 square miles of the southernmost portion of Scottsdale. The area is bounded on the north by Indian Bend Road and borders the Salt River Pima-Maricopa Indian Community on the east, Tempe on the south, and Phoenix and Paradise Valley on the west. The Indian Bend area does not include the Downtown, however, since it surrounds the Downtown, it is important that Downtown planning be supported and complemented.

When looking at the Indian Bend area, some important considerations arise:

- Older neighborhoods are a tremendous resource and should be protected and planned.
- Problems have surfaced in specific areas, but no irreversible declines have occurred overall.
- Perceptions about the health of neighborhoods are important because they:
  - Affect owner-occupied/rental ratio.
  - Affect property maintenance.
  - Affect community spirit and sense of neighborhood.
- Trends toward neighborhood decline should be identified and addressed early.
- Proactive Neighborhood Planning activity can help avoid effects of neighborhood aging process.

Local Context
As one would expect, this area is the most mature part of the city. Growth is slow and limited to isolated pockets of infill parcels or redevelopment. The average age of the population is increasing, and the housing stock and commercial facilities are 30-50 years old. In addition, housing densities are increasing which is typical of mature areas where land prices are high and land for new development is in short supply.

The neighborhoods include ten public schools, a public library, the Civic Center Senior Center, numerous churches, nine city parks and a significant portion of the Indian Bend Wash. This area of the city is under the jurisdiction of the Scottsdale Unified School District. The housing stock includes a high percentage of owner occupied housing, the majority of which are modest, single-family dwellings, with a small percentage of multi-family dwellings. Indian Bend residents are a stable, diverse population comprised of many seniors, single people, couples and families. Residents site the wealth of green spaces provided by the Indian Bend Wash and other parks and bikeways as a source of great pride in the neighborhoods.

The non-residential areas of Indian Bend include many small business nodes, neighborhood centers on approximately every major street and the Los Arcos Redevelopment Area – the commercial areas along McDowell Road (from eastern city boundary to western city boundary) and Scottsdale Road (from southern city boundary to Osborn Road).

Regional Context
When looked at in a regional context, the Indian Bend area has excellent accessibility to surrounding communities and other areas of Scottsdale. The Pima Freeway (101) on the east, and the Papago Freeway (202) on the south make it convenient to travel to sporting and cultural events or for recreation and shopping in downtown Phoenix, Tempe, and other areas of Scottsdale.

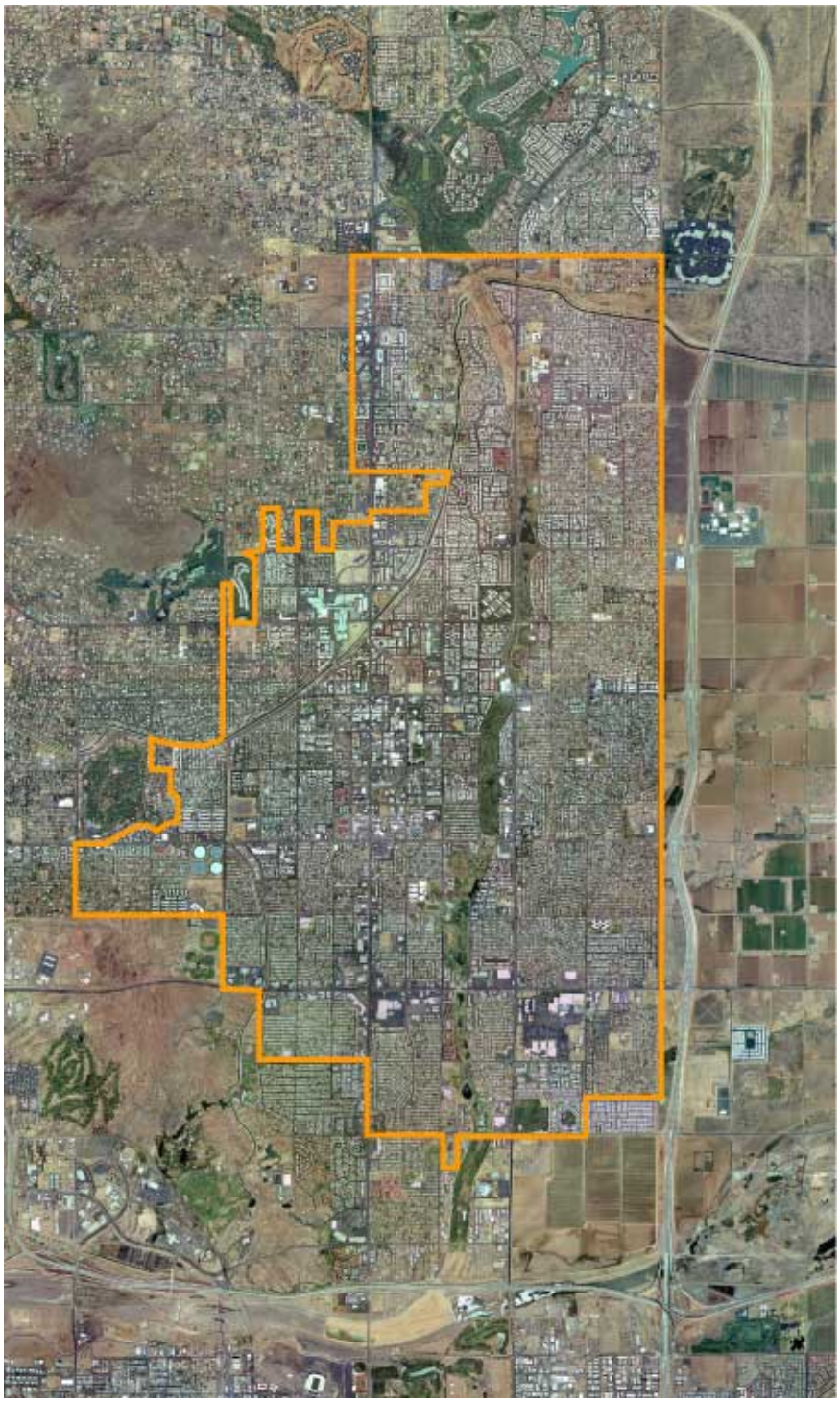

Figure 1: aerial view of the Indian Bend area

B. Long Term Goals

The Strategic Plan will try to address issues and provide strategies based on the City Council Goals for the community. The City Council goals address all aspects of sustaining a community and are listed as follows:

- **Goal A: Neighborhoods**
  Enhance and protect a diverse, family-oriented community where neighborhoods are safe, protected from adverse impacts, and well maintained.

- **Goal B: Preservation**
  Preserve the character and environment of Scottsdale

- **Goal C: Transportation**
  Provide for the safe, efficient and affordable movement of people and goods.

- **Goal D: Economy**
  Position Scottsdale for short- and long-term economic prosperity by stabilizing, promoting, strengthening, stimulating, expanding and diversifying our economic resources.

- **Goal E: Fiscal and Resource Management**
  Ensure Scottsdale is fiscally responsible and fair in its management of taxpayer money and city assets, and coordinates land use and infrastructure planning within the context of financial demands and available resources.

- **Goal F: Open and Responsive Government**
  Make government accessible, responsive and accountable so that pragmatic decisions reflect community input and expectations.

Specific goals for the Indian Bend Strategic Plan:

1. Encourage neighborhood conservation, investment and reinvestment.
2. Provide services appropriate to community needs.
3. Promote land uses that complement the Downtown.
4. Preserve the history of Scottsdale's mature areas.
5. Improve the visual character of neighborhoods and major streets.
6. Promote pride and a sense of community.
7. Create solutions for transportation problems.
8. Improve pedestrian and bicycle access to amenities.
9. Promote appropriate revitalization.

C. Issues/Challenges

Baseline Neighborhood Issues
The issues facing the Indian Bend Area can be grouped into one (or more) of three categories: Infrastructure Related, Revitalization Efforts, and Building or Maintaining a Sense of Community. The City's response and ability to have an impact on resolving these issues may depend on which group the issue and resolution falls under. For example, infrastructure deficiencies may be resolved in the long term through the city's Capital Improvements Program, however, building and maintaining a sense of community is more neighborhood based.

Among the neighborhood issues that have been identified in this planning process are:

Infrastructure related

Alleys (conditions, use, maintenance)
- Maintaining alley access for refuse pickup, utility service, access to garages, workrooms, and boat and trailer storage.
- Alley debris and weed infestation.
- Security issues from unlit alleys and accessibility to back yards.
- Safety issues with blind access and security.
- Alley usage for parking and loading areas by businesses adjacent to residential areas.
- Dust and particulate pollution from unpaved alleys.

Aesthetics of powerlines (undergrounding possibilities)
- Safety, clutter, capacity, reliability and service standards of overhead power and communication lines.
- Powerline location in alleys, compounding the complexity of resolving the issue.
- Financing the undergrounding would most likely have to come an improvement district which requires local consensus and financial commitment.
- Access and site distances if ground mounted transformers are placed in alleys.
- Undergrounding the service line from the alley to the residence can be physically difficult (pools, sheds, etc.) and financially daunting to the residents. (The responsibility for the line running from the main lines to homes is the property owner's)

Aging infrastructure (maintenance and replacement) and housing stock
- Streets, water and sewer lines that were built under different building standards (no longer accepted by the city) and may be past their viable life span.
- Incompliance with the Floodplain Ordinance
- Local flooding and poor drainage problems, many of which also contribute to the deterioration of street paving.
- Disruption of neighborhoods and length of time to accomplish reconstruction or upgrading of streets, water or sewer lines.
- Access to advanced communications technology (fiberoptics, digital cable)

Lack of pedestrian amenities (areas without sidewalks; maintenance of or creation of pedestrian paths and bike paths)
- Areas without streetlights or sidewalks.
- Limited access to the Indian Bend Wash Greenbelt and nearby schools and parks.
- Narrow sidewalks.
- Benches and shade are rare, limiting walking access.
- Handicapped access ramps are not universally installed.

Transportation Systems
- Wider than necessary local streets
- Access to and use of transit
- Street light installations, replacement, and maintenance.

Infrastructure and Revitalization

Homes fronting on multi-lane streets

- Accessibility to and from homes along multi-lane major streets.
- Applicability, usability, and maintenance of frontage roads in these situations.
- Housing conversion to small offices using S-R zoning and questionable demand for office to justify in all areas that this condition occurs.
- Home removal as part of street widening projects or as mitigation. (This can be costly and disruptive and the ongoing maintenance of the resulting open space may become a major burden on the city.)

Neighborhood "cut-through" traffic

- Speeding, noise, potential for accidents, and difficulty in entering and exiting individual home driveways.
- In the most extreme situations this may lead to greater numbers of rental homes and increased interest by property owners on affected streets to seek other uses for their land.

Revitalization

Revitalization and rehabilitation of older homes and apartments/Outdated housing stock/Housing style preference changes

- Home construction with little insulation, thin windows, not-to-current-standards wiring, plumbing, and carports, resulting in overuse of energy and water resources, lack of modern communications access, and limited on-site storage.
- Building style where the rooms tend to be smaller than what is currently desired.
- Lack of the income and/or energy by the owners needed to upgrade their homes. (These homes are considered by many to be solidly built and charming. In order to be desirable places to live in the future, their deficiencies should be upgraded).
- Aging population's ability to maintain housing.
- Perception of decreasing property values.
- Rentals vs. home ownership.
- Small apartment complexes containing as few as two and as many as twenty-five units often have fewer amenities, and frequently have not been well maintained.
- Small unit size, aged appliances, plumbing and wiring deficiencies, and overall age of units and complexes.
- Maintaining affordable housing opportunities through these apartment complexes, but improving and maintaining them.
- Crime, fire, and poor property maintenance of small apartments.
- Proximity of single-family neighborhoods and the direct impacts of small apartments on the local neighborhood.

Re-use of outdated Non-Residential Buildings

- Neighborhoods edged by retail and office buildings that were built shortly after the neighborhoods were completed often without buffer walls or landscaping, without parking lot landscaping, and with loading areas directly impacting nearby homes, or using the adjacent alleys for access.
- Reduced need for this amount of retail and office use, leaving buildings vacant or underutilized.
- Reduced safety and function of adjacent streets and sidewalks because of building driveways.
- Buffers between neighborhoods and businesses.

Revitalization and Sense of Community

Code Enforcement

- Compliance with zoning, housing, and building codes

Schools (use and reuse; relationship to neighborhoods)

- Reduced neighborhood focus on and interaction or connection with the schools.
- Concerns about security and safety.
- Loss of the traditional core of each neighborhood (In this area almost every square mile has a school site at its center and many neighborhoods have adopted the name of these schools).
- Changing neighborhood demographics, fewer school age children, leading to vacant or underutilized schools.
- School facility usage. Neighborhood groups often have difficulty in finding places to meet and have neighborhoods events, while school facilities are often idle evenings, weekends, and summers.
- Adequacy, safety, accessibility, and maintenance of parks and school sites.

Character Impacts of Remodeling or Rennovations (enclosing carports, adding rooms, "McMansion" syndrome - tear down of existing residence and building bigger, taller structures)

- Eliminating historic views, reducing privacy, increasing storm run-off, altering the affordability, and dramatically altering the visual character of the neighborhood by expanding existing homes or tearing down and rebuilding larger homes.
- Managing the neighborhood's expectations and building consensus about this type of rebuilding.
- Historic preservation (where and how).
- Neighborhood assemblage.

Sense of Community

Neighborhood identity

- Establishing a distinctive identity for each neighborhood.
- Funding common amenities (neighborhood identity signs, landscaping, or other themes) for all existing neighborhoods.
- Independence of residents of these neighborhoods that live here to be outside areas governed by a homeowners association, CCR's and regulations.
- Adequacy, safety, accessibility, and maintenance of parks and school sites.
- Creating street and landscaping themes.
- Parking of RV's, boats, and extra cars.
- Repair and maintenance of perimeter walls.
- Water conservation and landscape character.
- Access to recreation uses.

D. Strategies/Potential Responses to Issues

Potential responses to Issues

Alleys

- Use alleys as connectors and provide access to rear garages.
- Abandon the alley, if it has no utilities and the neighbors want to, an alley could be abandoned and given back to adjacent properties. (Key issues: are neighbors willing and able to move their fences to physically close the alley; curbside trash pick-up instead of alley pickup)
- Pave alleys, particularly where the alley is used by nearby businesses. (Key issues: paving alleys could make them more attractive for cut-through traffic, and could also create drainage problems since some are higher than the adjacent backyards)
- Rebuild alleys with 6" of new, clean 'ABC' gravel. This could cut down on weeds and dust. (Key issue: great care would be needed to avoid undermining walls and fences)
- Install concrete or paved pads where trash containers are placed to make it easier to clean up around them.
- Add non-intrusive lighting to highlight corners and dark or blind spots to increase safety for both users and the neighbors.

Aesthetics of powerlines

- The city could establish a participation policy to help make undergrounding more affordable to residents and help to defray the on-site costs of changing the feed and breaker boxes for each house. This is participation could be in the form of grants (based on need), low interest loans, or an outright commitment to a specified amount per house.
- The city could commit to a standard percentage participation in the costs of any improvement district for undergrounding local lines.
- The city could broker with financial institutions to provide low interest loans for individual homeowner to cover their on-site costs.
- The city could require all replacement and/or up-graded lines be installed underground (including communication lines).

Aging Infrastructure

- Systematically replace infrastructure that is outdated or has become substandard through an infrastructure replacement program/plan.
- The scope of all capital project in the areas could be evaluated in a manner that any other infrastructure in or adjacent to a street segment (water lines, sewer lines, poor drainage, old curbs, sidewalks, traffic calming, etc.) would be considered for inclusion into the project.
- The city could adopt a policy that any given street segment could not be reopened for at least five years after any infrastructure project has occurred in it, except for critical emergencies.
- An annual local infrastructure replacement and upgrade budget could be established by the city (similar to scalloped streets budget item).

Lack of pedestrian amenities

- Create pedestrian access plans in association with neighborhood plans or traffic calming project plans.
- Create an annual budget allocated for pedestrian improvements.
- Create school access walking route maps to encourage children to walk to school
- Work with shopping centers, schools and parks to create pedestrian routes that are convenient and safe.
- Conduct walking surveys within neighborhoods to find out how many are walking and where they are going.
- Use transit stops to create and maintain walking amenities (shade, seating, water, maps).
- Rethink neighborhood layout by locating small office and retail within neighborhoods to make them more walkable.
- Replace or create sidewalks to make neighborhoods more safe and walkable.
- Create landscape buffers between streets and sidewalks to make the walking experience more enjoyable.
- Connect parks and Indian Bend Wash with schools and other destination areas.

Transportation enhancements

- In areas of especially high demand, the deployment of Intelligent Transportation System (ITS) technology, including underground conduit, cameras at intersections, and variable message signs are being used to monitor and improve efficiency.
- To deal with Freeway Noise (that is a nuisance, but does not meet ADOT noise thresholds) enhanced soundwalls and rubberized asphalt will help mitigate noise complaints.
- To help mitigate street noise sound walls, lower traffic speeds, buffering, and property acquisition are possible solutions.

Homes fronting on multi-lane streets

- Where possible, use streetscape improvements (such as trees and other landscaping) to mitigate the impacts.
- Where frontage roads exist and are needed for residential access they could be rebuilt and enhanced by using design enhanced jersey barriers, landscaped side medians, converting the frontage road into a one-way road and/or installing decorative railing.
- Where frontage roads are not needed for access, they could be removed and replaced with landscaping buffers between the street and home.
- The zoning ordinance could be modified to allow more of a front yard to be enclosed with a 5'-6' wall in such situations, giving more privacy and providing some sound buffering.
- Where there are alleys behind such homes, primary access could be directed toward an enhanced, widened alley and what is currently the front yard could be converted into a walled-in rear yard.
- Homes abutting signalized intersections could be removed and the site used to facilitate the frontage road, alley and pedestrian access, parking and landscaping.

Neighborhood "cut-through" traffic

- Survey traffic on affected streets to determine actual origins/destinations. Use this information to make improvements on nearby major streets that would relieve pressure for cut-through traffic.
- Apply appropriate traffic calming changes to existing streets that can slow and/or redirect traffic. Rebuild extra-wide local streets into a cross-section that is more compatible with the neighborhood residential character.
- Re-stripe over-used local streets to add parking or bicycle lanes that reduce the effective width of the street.

Revitalization and rehabilitation of older homes and apartments

- Continue and expand the "model" home rehabilitation program to encourage and show homeowners how their homes can be upgraded.
- Seek grants and/or financial partners to create a low-interest loan revolving fund directed toward certain specific upgrades of older homes.
- Create a qualifying program to build a referral base for contractors who can do this type of work at reasonable prices, who are reliable and agree to meet specific quality standards (based on Green Building model)
- Create a property tax abatement program for certain specific and qualified upgrades and improvements.
- Create a housing authority that would purchase aging apartments and assure property management and maintenance.
- Develop Zoning Ordinance and/or financial incentives that would encourage the assemblage and redevelopment of areas where older, small apartment units show signs of physical deterioration or functional obsolescence.
- Aggressively pursue enforcement of the Property Maintenance Ordinance on these small apartment sites.
- Seek funding assistance to encourage such property owners to bring their properties into compliance with modern standards if they agree to keep rents at affordable levels.
- Create zoning and financial methods to encourage the conversion of such properties into affordable owner-occupied units either through re-structuring or teardown and replacement with small lot single-family units.
- Assemble and redevelop the small apartment complexes into multi-family housing that includes modern market rate units, affordable units, and/or rebuild as senior housing.
- Change the traditional neighborhood "layout" to allow small commercial land uses to be centered in neighborhoods to make them more walkable.

Re-use of outdated retail and office buildings

- Seek and encourage (possibly even broker) community service and community-based uses into vacant retail and office buildings.
- Create zoning techniques that encourage mixed-use, including residential.
- Require any re-use or reconstruction to include shared driveways, buffers adjacent to residences, cut-off security and parking lighting, and paved alleys.
- Seek grants and/or financial partners to provide funding support for the revitalization of retail and office sites that meet specified, community-based goals.
- Support a community design charrette that creates options and goals for desired revitalization of older retail and office sites.

Code Enforcement Trends

- Institute Volunteer clean ups of neighborhoods, alleys, and local streets.
- Amend zoning ordinance
- Create a Building Assistance program that would help homeowners easily do minor remodeling (e.g. carport conversions), provide rehabilitation funding, and opportunities for remodeling/renovating and community policing.

Schools

- The city could broker with the schools to make certain meeting rooms, parking areas, and open spaces are available for neighborhood meetings and events.
- The City recreation program could more aggressively provide after-school, recreational and adult class programs on school sites as befits the needs of the surrounding neighborhood.
- The city's live Christmas tree planting program could be expanded to include school sites in order to beautify them (Key issue: city might need to maintain the trees over time).
- Underutilized grassy areas at school sites could be converted into mini-parks with walks, ramadas, benches, public art, shade, community gardens, dog parks, and lighting etc.
- The city could step in to partner with the School District to maintain school sites.
- The city could acquire school sites that are no longer in use by the School District to ensure that proper care and access are maintained.
- Continue ongoing discussions with the School District about how schools fit into the neighborhood and c0mmunity.

Character impacts of remodeling or rennovation

- Current single family zoning districts could be tightened up to limit how much construction could occur on a lot.
- A policy that greatly limits lot ties in existing subdivisions could be adopted.
- Ordinance, policies, and procedures could be created that allow each neighborhood to determine how restrictive or flexible they wish to be.
- A single-family design review process could be created for major changes to existing home. (Key Issue: would require a change to the City Charter)

Neighborhood identity

- Create a program that encourages the installation and improvement of neighborhood entry markers and signage monuments.
- Develop a street-tree theme plan for key streets that tie neighborhoods together.
- Establish a city budget oriented toward installing and maintaining neighborhood identity amenities.
- Seek better state legislation that would allow such amenities to be paid for and maintained by the neighborhood (through the city - like streetlight improvement districts or CFDs).
- Create a "kit-of-parts" design approach for neighborhood entry features that could help reduce costs of installing and maintaining.
- Hire or retain a designer that could work with neighborhoods to establish their design themes and features.
- Expand the neighborhood grant program in funding and scope.
- Focus city assistance on those neighborhoods that have completed neighborhood plans.
- Coordinate such improvements with traffic calming projects.
- Create templates to add components to street name signposts and streetlights that help create a neighborhood identity.
- Participate in a tree grant program.
- Promote design ideas for residential design.

E. Assets/Opportunities

Neighborhood Planning Program

In December of 2001, the City of Scottsdale initiated a Neighborhood Planning Program intended to serve as a tool to maintain and enhance the vitality and character of existing neighborhoods and to provide a framework for harmonious development of new neighborhoods. The Scottsdale City Council's number one stated policy priority is to "promote livability by enhancing and protecting neighborhoods", and to maintain a "diverse family oriented community where neighborhoods are safe and protected from adverse impacts."

Scottsdale's neighborhoods are the building blocks of the community, they encompass 90 percent of the developed land area and their future will define the character and quality of the City's built environment. In the past decades Scottsdale has faced rapid population growth and added thousands of acres of developable land in the northern half of the community. During the same period of time, more established areas in the central and southern portions of the City are experiencing the effects of age and maturity. Neighborhood Plans will provide tools to examine how new growth and infill development can be accommodated in ways that allow for preservation and strengthening of established neighborhoods.

Sherwood Heights Neighborhood Plan

The Sherwood Heights Neighborhood Plan is the first plan developed as part of the Neighborhood Planning Program in the City of Scottsdale and is considered the prototype plan that will examine issues and priorities of a mature neighborhood in the City and set standards for the development of future neighborhood plans. The Sherwood Heights area is generally bounded by Oak on the south, 56th Street on the west, 64th Street on the east and Thomas Rd. on the north.

As a result of 5 months of intense collaboration between City staff and area residents, the Sherwood Heights Area Neighborhood has completed their draft Neighborhood Plan. The planning process benefited significantly from coordinated teamwork across city departments. Staff from Planning, Citizen and Neighborhood Resources, Transportation, and Water Resources were actively involved in the process providing resources, technical information and overseeing the development of the plan.

Citizen participation level was record high, with hundreds of neighbors involved in the planning process. The neighborhood identified their goals and priorities for action at a series of neighborhood meetings, workshops and working group sessions. Significant issues discussed include: preserving neighborhood character and mountain views, mitigating traffic speeds and cut-through patterns, installing a sewer system as well as burying power lines. The Sherwood Heights Neighborhood Area Plan will be a tool to guide future development within this neighborhood and will identify and prioritize infrastructure, functional and aesthetic needs. Specific actions and resources to address the needs are delineated in the implementation component of the plan.

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Neighborhood Programs
The following listing includes programs offered by the city to help to create and maintain sustainable neighborhoods.

Cardboard Recycling (Move-in boxes) (*Solid Waste 312-5600)*
In December 1988, the City began providing move-in box collection as a "Welcome to Scottsdale" service to new residents and an effective method to recycle large quantities of cardboard. The boxes are collected weekly and taken to a recycler. Over 1,000 new residents annually schedule this service.

Citizen Service Centers *(Citizen and Neighborhood Resources 312-7251)*
The City of Scottsdale's Citizen Service Centers are "neighborhood city halls." Whether a citizen needs assistance with a city service or program, needs to find some information on a city project or department, community issue, or just wants to take advantage one of our many services, the Citizen Service Center is a one stop shop to accessing city government. By bringing city services to the neighborhood, our hope is that citizens will feel comfortable interacting with the city, getting involved and helping ensure our neighborhoods are the most livable for generations to come.
Services available at Citizen Service Centers include:
- Free notary service
- Library book drop off
- City utility bill payment
- Passport forms and processing
- Bus ticket sales
- Voter registration forms
- City of Scottsdale employment applications
- A vast array of city and community brochures
- Neighborhood Resource Guides

Great neighborhoods don't just happen, they require involvement, partnering and commitment. At the Citizen Service Centers, services are designed to help keep neighborhoods informed, involved and connected:
- Free neighborhood newsletter assistance and duplication
- Help with organizing a neighborhood meeting, clean-up or project
- Block party assistance
- Research issues and coordinate meetings between neighborhood representatives and City staff or elected officials concerning issues of interest to your neighborhood
- Arrange mediation services to help resolve conflicts between neighbors
- Free access to a city computer so you can access the City's internet site, create a neighborhood newsletter, or e-mail city staff and officials

Code Enforcement *(Citizen and Neighborhood Resources 312-4088)*
Scottsdale Outlook program rewards properties for maintenance. (brochure avail)
The NOTICE program, Neighborhoods Organized to Increase Code Enforcement. HOA's,citizens, etc, can receive training and assistance to help us identify issues of concern in their area.

Curbside Recycling (*Solid Waste 312-5600)*
Citywide curbside collection of recyclable materials began in April 1996. Collected weekly, co-mingled recyclables (paper, plastic, metals, and glass in one bin) are delivered to the city's recycling contractor where they are sorted and processed for marketing. To date, the city has avoided over $1.3 million in landfill tipping fees and generated over $1 million in revenues from the sale of recyclables.

Graffiti Removal Program (*Code Enforcement 312-7619)*
Since 1996, city staff has utilized power pressure washers and paint sprayers donated by local merchants to restore public and private properties. A digital camera was acquired through a grant from Circle K Corporation later in the program to photograph sites, and reference areas to Scottsdale Gang Intervention Unit of the Police Department. To date, over 1,000 sites have been restored.

Green Building Program *(Plan Review and Permit Services 312-4202)*
The Green Building Program is a residential incentive-based program encouraging environmentally-responsible building by incorporating healthy, low impact, resource- and energy-efficient materials and methods in the design and construction of homes. The program rates homes in the areas of site use, energy, building materials, indoor air quality, water, and solid waste. A checklist is used to gather a minimum amount of points, choosing from over 150 green building options. The program is strictly voluntary and uses promotional and regulatory incentives to entice builder participation.

Green Waste Program (*Solid Waste 312-5600)*
On March 18, 2002, Solid Waste Management began a Green Waste Pilot Program. Since the inception program has diverted nearly 5,000 tons of material from the landfill. This pilot program, in partnership with the Salt River Landfill has a diversion rate of 40%.

The Brush/Bulk Item crews take the loads they collect from the residential homes to a specific location at the landfill. The material is separated by machine and by hand to sort out any material that cannot be ground. This material (green waste reject) is put into City provided Roll Off and taken to the refuse area at the landfill. The remaining material (clean waste) is put into a grinding machine. The final product can be used for mulch, ground cover or filler.

Handlebar Helpers Program (*Community Maintenance and Recreation 312-2771)*
This program was originally conceived to assist those who might not be able to purchase a new or used bike. However, without giving bikes away for free, program founders believed individuals would value the bike more if it were earned—thus creating handlebar helpers. Participants may earn a bike by simply volunteering in their community. Bike parts are provided through the City's Police impound and citizen donations. Bike parts and funding also come from a variety of community individuals, non-profit's and corporate sources, and volunteers assemble and refurbish the bikes. From this programs success other programs have been implemented: B.I.K.E.S. (Bicycle Incentive and Keen Effort for Scottsdale); Apprentice, a technical and life skills program; and Trips for Kids, a program that provides positive role models and teaches environmental responsibility when using open space.

Home Improvement Process Enhancements *(One Stop Shop, 312-7038*)
Streamlining the Home Improvement Process was one of the key goals of the Planning Department's continuous improvement process. To that end, a department team identified four basic home improvement permits where customers can receive plan approval on the first review. To achieve this efficiency, staff developed easy-to-use reference guides on four kinds of basic requests: 1) Residential carport, enclosure to garage details; 2)Detached garage/storage shed details; 3) Attached residential patio cover details, and 4) Residential masonry fence/wall details. Having the ability to identify the project details eliminates the need to have someone draw up plans and have them reviewed by a plan reviewer. The only thing that a client might need is a site plan and, if they don't have a plan, staff members can pull up the plan through LIS. Staff then can approve the site plan and issue a permit. The average plan review time for each of the above plans would be one and one-half hours. Customer cost savings of this process is several hundred dollars.

Household Hazardous Waste Collection (*Solid Waste 312-5602)*
Scottsdale began providing an annual event for the collection of residential household hazardous waste in November 1990. Now, the city provides one or more events per year, typically held at the city's Corporation Year, 9191 E. San Salvador. The last collection event diverted over 33 tons of household hazardous materials from landfills for recycling or proper disposal.

Housing Assistance - Grant funded *(Citizen and Neighborhood Resources 312-2479)*
Emergency Repair grants and Single Family Housing Rehabilitation Loans are available to assist income eligible owner occupants with home repair needs.

National Supported Recycling Events (*Solid Waste 312-5600)*
Scottsdale participates in two nationally supported recycling events a year: 1.) America Recycles Day, which is designed to promote awareness of the positive impacts of recycling, and 2.) National Clean Out Your Files Day, which designed to encourage participants to clean out their filing cabinets and recycle outdated or unneeded documents. The first year of this program showed an increase of recyclables in one city office by collecting 1,700 pounds of office paper throughout the course of four days.

Neighborhood Improvement Programs (*Citizen and Neighborhood Resources 312-2372)*
Over the past three years Scottsdale's Neighborhood Enhancement Commission (NEC) has partially funded (up to 50%) nearly sixty neighborhood improvement related projects in Scottsdale. Projects include: landscape improvements or low water use conversions, security upgrades, signage for either easier access or neighborhood identity, as well as neighborhood communication efforts. The NEC also supports community projects such as Christmas in April, the Wedge Skate Park, the Yaqui Mural, and the Scottsdale Community Park all promoting restoration, enhancement, and community pride.

Neighborhood Notification Program *(Citizen and Neighborhood Resources 312-4127)*
Neighborhoods associations, homeowners associations, business/property associations, community organizations, and individuals can receive direct, accurate and timely information about projects and issues that affect their neighborhood by registering with the Neighborhood Notification program. The Citizen Service Center collects contacts for all Scottsdale neighborhoods -- regardless of whether they're part of a homeowners association, block watch group or voluntary neighborhood organization. If the city has information about a project or issue that may impact the neighborhood, city staff will provide details to the listed contacts.

Neighborhood Planning Program *(Strategic Planning 312-7898)*
In December of 2001, the City of Scottsdale initiated a Neighborhood Planning Program intended to serve as a tool to maintain and enhance the vitality and character of existing neighborhoods and to provide a framework for harmonious development of new neighborhoods. The Scottsdale City Council's number one stated policy priority is to "promote livability by enhancing and protecting neighborhoods", and to maintain a "diverse family oriented community where neighborhoods are safe and protected from adverse impacts." Among the goals of the Neighborhood Planning Program are:

- Assist in finding solutions and options to neighborhood challenges
- Provide technical and facilitation assistance to neighborhoods
- Identify the needs and desires of neighborhoods
- Help to create a structure that uses leadership within neighborhoods or specialty areas.
- Identify and assess sources of potential funding for revitalizing neighborhoods, including city funding and private sector funding.
- Undertake planning activities that are not driven by neighborhood opposition to a rezoning or development project.

Neighborhood Speed Awareness Program *(Transportation 312-7623)*
The City of Scottsdale's Neighborhood Services Division has teamed with the Police and Transportation Departments to create the Neighborhood Speed Awareness program - a four step program to reduce neighborhood traffic speeds by increasing motorist awareness and citizen participation.

- Step One: Involves speed awareness trailers set up on residential streets to inform drivers of their speed. The solar-powered trailers equipped with a radar unit tracks and displays motorists' speeds. The trailer remains in the neighborhood for five days.
- Step Two: If step one fails to reduce or prevent speeding, volunteer residents will monitor traffic using hand-held radar devices. Speeding motorists will be sent a letter, not a ticket, from the city's Police Department informing them of the violation and requesting they obey neighborhood posed speed limits.
- Step Three: Police enforcement. While heightened awareness, such as what is used in step one and two may be all that is needed for most Scottsdale neighborhoods, some areas may require the Police to monitor traffic and issue tickets to speeding motorists.
- Step Four: Most neighborhoods should find relief with steps one through three. However, some neighborhoods may be eligible for permanent speed reducers – or traffic calming devices. These devices such as speed humps, traffic circles and traffic diverters, alter a neighborhood's traffic pattern in an attempt to reduce traffic speeds. The city's Traffic Engineering Division will study neighborhood traffic situations and make appropriate recommendations to alleviate the problem.

Scottsdale Neighborhood College Program *(Citizen and Neighborhood Resources 312-2543)*
In Scottsdale, we believe the success of our neighborhoods is defined by how we as individuals address and respond to neighborhood issues and challenges. Believing that one person can and will make a difference, Scottsdale developed the Neighborhood College to provide residents with the information, resources and tools needed to become effective neighborhood leaders. Classes are held at various Citizen Service Centers at times that work with people's schedules.

Speaker's Bureau *(Communication and Public Affairs 312-2335)*
If a neighborhood is interested in learning more about a particular city department, project or issue, the city's Speaker's Bureau is designed to put city experts and neighborhoods together for an opportunity to share and learn.

Water Conservation Program (*Water Operations 312-5659)*
The city works aggressively with other Valley municipalities to establish education and incentive programs to promote water conservation. Water is a valuable resource in the desert, and population growth will continue to increase demand for water supplies. Installing low-flow toilets and showers, replacing lawns with desert landscaping, and using drip irrigation instead of spray heads are among water conservation measures promoted by the city.

White Goods Recycling (Appliances) (*Solid Waste 312-5600)*
In June 1989, the City implemented a new recycling program to recover discarded appliances from residential customers. Each month, collections are provided to residential homeowners who call in and schedule this service. Annually, some 300 appliances are collected and hauled to a recycling facility, reducing landfill costs.

Young Citizens Curriculum
This program is designed to help youth understand and be aware of the community and the role government plays. The hope is that by teaching the importance of good citizenship early, children will grow up to be more involved and engaged adults who contribute to and participate in their community and neighborhoods.

F. Action

Tasks

Infrastructure Related

- Create a timeline and plan for undergrounding powerlines, determine what parts of the community are priorities and where the most benefit will occur.
- Identify and prioritize additional areas for traffic calming.
- Establish priorities for sidewalk improvement and connections.
- Plan and prioritize water and sewer replacement/enhancement.
- Schedule street repaving and resealing improvements.
- Establish priority for drainage improvements.
- Review CIP projects for appropriateness and priority.
- Improve street lighting.

Revitalization

- Promote a Neighborhood Volunteer Corp to help with home improvements.
- Establish a "tool loan" program.
- Establish low-interest fund for reroofing, replumbing, siding, window replacement, and security projects or encourage banks to provide such funding.
- Stimulate private investment in the areas by city investment.
- Improve appearance of commercial and residential areas.
- Encourage landscaping of parking lot areas to break up the "sea of asphalt".
- Capitalize on the proximity of Indian Bend Wash Greenbelt and Papago Salado.
- Market the location of the area: proximity to ASU, Sky Harbor, Downtown Scottsdale, Tempe, and Phoenix.
- Evaluate other major roadways for streetscape improvements (Scottsdale and McDowell a good start)

Sense of Community

- Create landscaping themes for neighborhoods.
- Create neighborhood entry features (with the neighborhoods taking the lead).
- Create special neighborhood signs.
- Promote Block Watch Programs.
- Enhance listing of neighborhood contacts.
- Establish street tree themes.
- Create links from/to neighborhoods, schools, shopping areas, etc.

Priorities and Timing

Funding

Background and History

A. Settlement, Incorporation and Annexation
In 1888, Winfield Scott received a land grant that allowed him to purchase land in what is now Scottsdale. Water from the 35-mile long Arizona Canal was used to irrigate crops in what is known today as the Indian Bend area and Downtown Scottsdale.

Scottsdale was incorporated in 1951 and the town limits were Camelback, Thomas, and Miller Roads and the Arizona Canal. The original town site did not include any land in the Indian Bend area (it is the Downtown area). The community developed as a commerce center for local agricultural activity. There were few paved roads, and daily activities focused on citrus groves, cotton fields, dairy farms, and shopping in the downtown area around Main Street and Scottsdale Road.

The majority of the land in the Indian Bend area was annexed in the mid to late 1950's and the 1960's. (see annexation map in section D: Atlas of Indian Bend Area) As more people started to move into Scottsdale, large tracts of irrigated agricultural land were converted to residential uses. Commercial development followed population growth with retail and service establishments moving to the area. In 1957, Motorola, Inc. opened on McDowell Road with 1,250 employees, most became residents of Scottsdale. Population continued to grow throughout the 1960's and 1970's. In the early 1960's the Town of Scottsdale became the City of Scottsdale. With the increased population came the need for schools, services, and retail. The area was mainly built on the concept of the "one-mile" planning unit. This planning unit consists of a one-mile square unit of suburban residential development with a school in the center. Along the edges of the unit are commercial/retail support services. These neighborhoods and commercial properties primarily grew during the 1960's with growth surrounding the elementary schools and along the major streets.

B. Subdivision and Development Timing
Scottsdale's residential growth was typical of many post-war suburbs across the country. The majority of single-family subdivision development in the Indian Bend area occurred prior to 1970 and was ranch style housing. Many of the subdivisions were built prior to annexation by Scottsdale.

On the following page is a map that indicates the age of single-family housing throughout the Indian Bend area. It is easy to see that the majority of single-family homes were built during the 1950's and 1960's. The dominant style of housing built at this time was the traditional ranch style home with some variations showing split levels, or more complex ranch development. The typical ranch house was built as a single story, had an attached carport or garage, with walls constructed primarily of brick or block, and with asphalt or wood shingles. According to a study done by ASU graduate student, Elizabeth Wilson in 2001, the typical house size is 1,663 square feet, with 2 bathrooms, 3 bedrooms, one car carport, and an average lot size of 11,000 square feet.

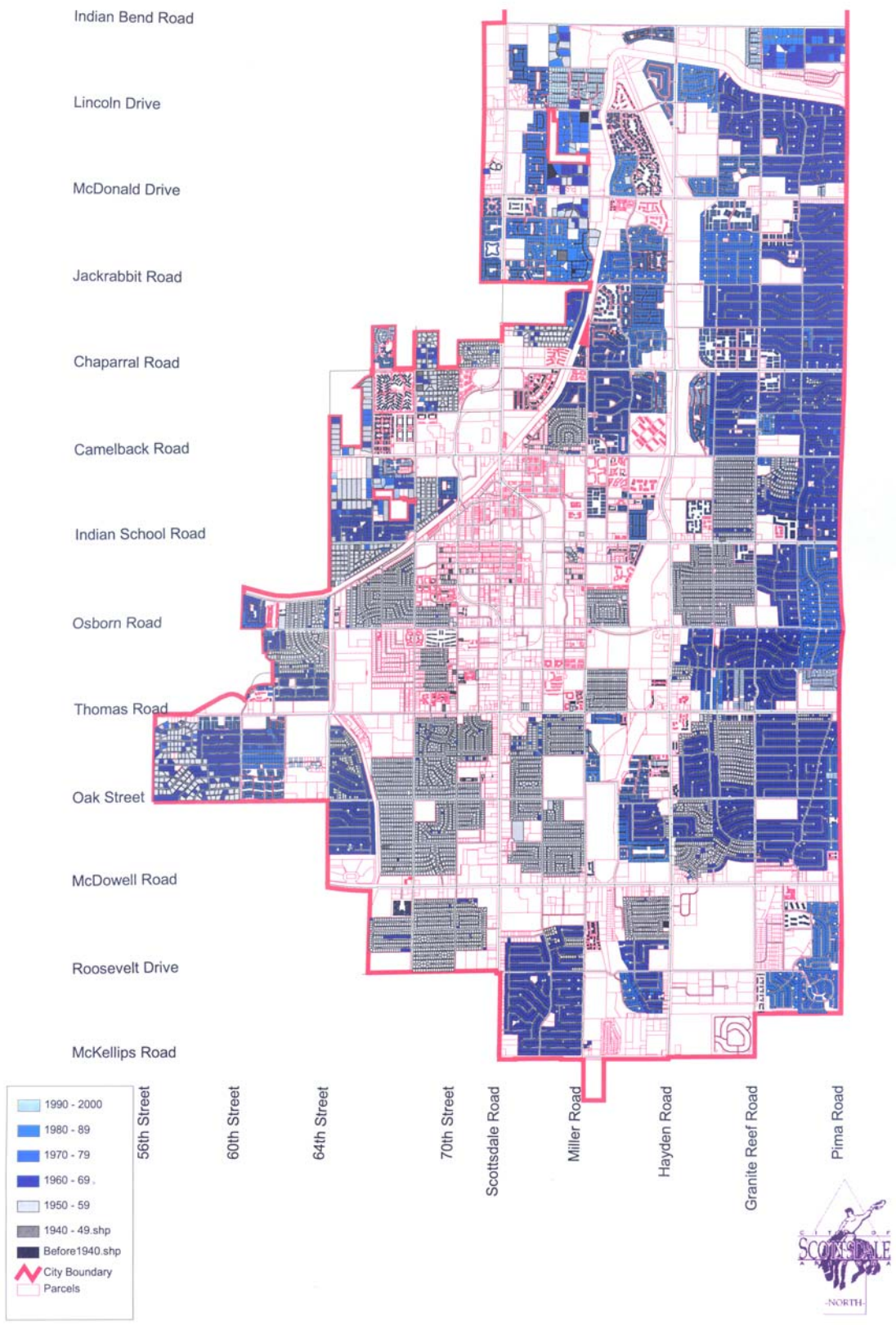


Figure 2: Age of Housing, Indian Bend area

C. Age of Infrastructure

Most of the infrastructure was built at the same time as the housing in the Indian Bend area. It is difficult to pinpoint when infrastructure have been upgraded and what the maintenance schedule has been, but that will be discussed in more detail in the "Current Conditions" section. Aging infrastructure can be a problem for any community and one of the considerations of this strategic plan is the coordination of replacement or maintenance schedule of the area's infrastructure.

D. Drainage/Flooding

In 1943, during World War II, when the Scottsdale airport was used as a training site, a major flood ravaged the City, which made travel impossible to other portions of the Valley and damaged local farms and residences. In the eyes of the U.S. Army Air Force, this occurrence was very serious, but funds were not available to solve such a major problem at the time.

Often, summer rainstorms caused flash flooding as waters traveled from the mountain watersheds, following the paths of normally dry washes. Soon after the early population booms in Scottsdale, the major flooding problem identified in the Indian Bend area was centered on the Indian Bend Wash, a seven-mile long area running north-south through the center of the community – at that time a "natural" wash. When flooding occurred, it spilled over into nearby residential areas, sometimes causing major damage and dividing the town until the waters receded. The watershed tributary to the Indian Bend Wash was very large, approximately 143 square miles. Even the usual small area monsoon rains of 2 to 3 inches caused problems within this 143 square mile watershed.

In 1959, the Arizona State Legislature formed Flood Control Districts for all counties in the State. The Flood Control District of Maricopa County enlisted the aid of the U.S. Army Corp of Engineers in seeking solutions to flooding. In 1961, the Corps came up with a plan that suggested building a concrete channel on the site of the Indian Bend Wash, emptying into the Salt River to the south, similar to the channelization of the Los Angeles River. The channel was proposed to be about 23 feet deep and 170 feet wide. The citizens of Scottsdale voiced strong opposition to the concrete channel idea, and defeated a county bond election in 1965.

A Scottsdale Town Enrichment Program (S.T.E.P.) committee worked with the public works and parks and recreation commissions and came up with a recommendation to turn the entire Indian Bend Wash into a greenbelt of recreation running through the heart of the city. It was proposed to create parks and lakes that could also serve as an effective way to control floods. In 1967, the City Council adopted the greenbelt concept and began construction of Eldorado Park as a demonstration to the effectiveness of the flood protection coupled with park amenities. At about the same time, the private sector developed a subdivision on the eastern portion of the park elevating the development with material excavated from the park area, which was the beginning of a very successful partnership between the City and private development.

After the flood of 1972, approximately a 70-year flood, which demonstrated that the greenbelt solution was appropriate and safe, the Corps of Engineers agreed to the greenbelt concept, and federal funds authorized by Congress were committed to the project. The establishment of a floodplain ordinance, which regulated development encroachment into the floodways, was a key to successful implementation of the project. Because of this unique floodplain ordinance and use of a nonstructural greenbelt concept, more than half the wash has been developed at no cost to the city, and much of the remaining land has been dedicated for development of publicly-owned recreation facilities. The Indian Bend Wash successfully channels floodwaters through the city and into the Salt River bed to the south.

E. Historical Land Use Patterns

The Indian Bend area was mainly built on the concept of the "one-mile" planning unit. This planning unit consists of a one-mile square unit of suburban residential development with a school in the center. Along the edges of the unit are commercial/retail support services. These neighborhoods and commercial properties primarily grew during the 1960's with growth surrounding the elementary schools and along the major streets.

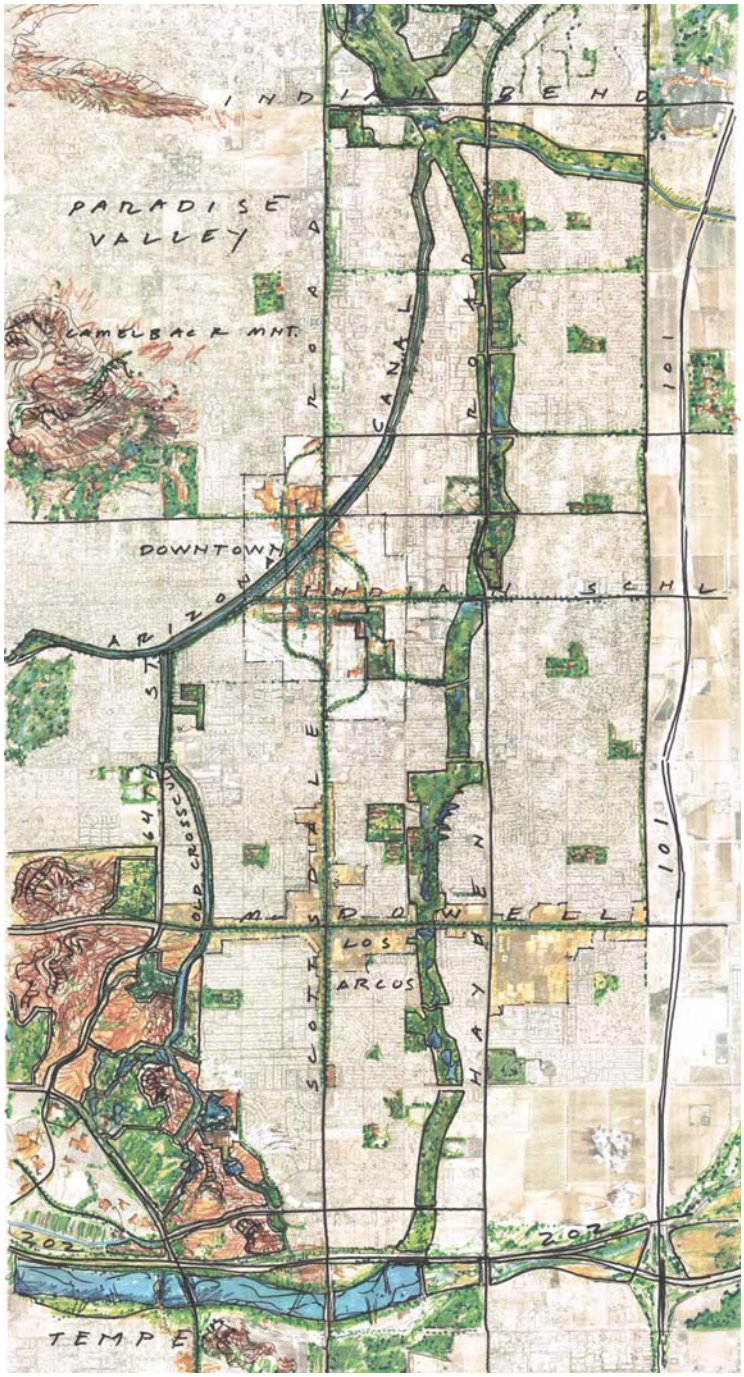


Figure 3: Conceptual area map of Indian Bend area

F. Past Studies

The Indian Bend area has been studied many times since the city's incorporation in 1951. The following are a listing of some of the studies and plans specific to the area or inclusive of this area:

Residential Development Fee Study	1975
Housing Condition Study	1976
3 Year Goals, Existing Section 8 Housing	1976
Indian Bend Wash Greenbelt Acreage Report	1977
Neighborhood Strategy Area Plan	1979
Scottsdale south Area Traffic Study	1984
Community Development: Scottsdale South Area Traffic Study	1984
Los Arcos Area Analysis	1984
Indian Bend Wash Plan	1985
Assessment of South Scottsdale	1985
Indian Bend Area Plan Demographics	1986
Assessment of Existing Economic Conditions in the Indian Bend Area	1986
Identification/Selection and Assessment of Options	1986
South Area Screenline Survey	1987
Housing and Conservation Element, Indian Bend Area	1987
Indian Bend Area Plan, Background Summary	1987
Scottsdale 2020: Planning for a Better Future	1988
An Analysis of Housing Decline in South Scottsdale	1988
Indian Bend Area Plan	1988
FY 88-89 14th Year CDBG Program	1989
Elementary Schools, Indian Bend Area Plan	1990
Scottsdale Population and Housing Trends	1991
Five Year Enrollment Projections	1992
Scottsdale Shared Vision	1992
Los Arcos Area Plan – Phase 1	1993
Los Arcos Area Action Plan	1994
Los Arcos Area Design Charrette Report	1994
Los Arcos Redevelopment Plan	1996
Community Attitudes Survey	2001
Scottsdale/Tempe North/South Transit Corridor Study	2002

Goals established in previous studies

- Provide services appropriate to community needs
- Promote land uses that complement the Downtown and Los Arcos areas
- Encourage neighborhood conservation and investment
- Improve the visual character of the major streets
- Promote appropriate redevelopment or revitalization
- Improve pedestrian and bicycle access to amenities
- Create solutions for transportation problems
- Promote pride in the community

Current Conditions

A. Inventory

1. Infrastructure

a. Existing and planned streets

One of the most significant features of the Indian Bend area is accessibility to major destinations throughout the East Valley and Phoenix. Being centrally located also means it plays an in-between role for through traffic traveling between destinations outside of the area. This, combined with a high concentration of Scottsdale's population in this area, places large demands on transportation systems. Effectively meeting this demand requires a combination of transportation choices including the automobile, public transportation, and non-motorized provisions such as bicycle and pedestrian facilities.

Street design and layout in the Indian Bend area is a traditional grid system delineated by one-mile intervals between major thoroughfares – Scottsdale Road, Hayden Road, and Pima Road, etc. Many blocks within this grid are divided midway by secondary 'mid-grid' roadways such as Oak, Roosevelt, Miller, Granite Reef, etc. The existing network of streets within the Indian Bend area is established and will meet present and anticipated future travel demands with minimal improvements.

Large-scale redevelopment projects, such as the former Los Arcos Mall site, will probably generate additional traffic and may require more substantial improvements. In areas of especially high demand, the deployment of Intelligent Transportation System (ITS) technology, including underground conduit, cameras at intersections, and variable message signs are being used to monitor and improve efficiency. Traffic calming projects to limit through traffic and reduce vehicular speed within residential neighborhoods are ongoing.

The 101 and 202 Freeways have provided more accessibility to and from the Indian Bend area from all over the Valley. While freeways can contain more of the traffic traveling through an area, surface streets nearby will carry the burden of freeway traffic getting to and from the freeways and additionally when there are constrictions on the freeway itself.

b. Bikeways, trails, pedestrian facilities

Off-Street: The majority of the Indian Bend area's bicycle and pedestrian facilities are focused on the dedicated, off-street multiuse pathways. The multi-use off-street system is for use by pedestrians, bicyclists, in-line skaters, and other non-motorized travel modes. Some portions are completely separated bikeways through parks and greenbelts, others are on canal banks, and some are one or two-way sidewalk paths along streets. Multiuse off-street pathways in Indian Bend Wash consist primarily of three linear, north/south-oriented corridors. The 7.5-mile Indian Bend Wash is the most prominent corridor, followed by the Cross-Cut Canal just east of 64th street, between Osborn Road to the north and the Tempe/Scottsdale border to the south. Lastly, an incomplete corridor alongside Pima Road transitions between on-street bike-route to dedicated pathways approaching major intersections. East/west pathways in the Indian Bend area are limited to small sections along the Arizona Canal just south of Indian Bend Road and from the Indian Bend Wash to the Scottsdale Civic Center.

Users: The three largest groups of users of the off-road system of paths and trails are walkers/joggers, bicyclists, and in-line skaters, but every possible mode used these facilities; i.e. people who use wheelchairs, dog walkers, skateboarders, etc. Peak usage occurs on weekends, but there is almost around the clock usage, with rental shops staying open until 11 pm. Senior citizens comprise a large percentage of those who enjoy these facilities. People use these pathways for access to work, school or parks, exercise, and simply enjoying the outdoors.

On-Street Bicycle System: The on-street bicycle system consists of all streets, bike lanes, wide curb lanes, and designated bike routes. This system is disconnected and incomplete and many popular routes remain undesignated.

Pedestrian Facilities: Few pedestrian oriented opportunities exist in the Indian Bend area other than dedicated multiuse pathways. Existing facilities are disconnected, incomplete, and indirect. For example, disconnected sidewalks, missing or awkward curb cuts, crosswalks with obstructing medians, walkways close to traffic, encroaching vegetation, and unfriendly traffic signals. Furthermore, areas of high pedestrian use such as shopping centers, parks, and public buildings often lack good foot access to the site and to buildings.

Facility	Miles in Indian Bend area	Miles City-Wide
Bike Lanes	13	53
Canal Bank	1	5.6
Paved Multi-use Path	12	37
Popular Undesignated Routes	6	36
Signed Bike Routes	24	28

c. Transit

Bus service in the Indian Bend area is available through Valley Metro which provides regional service and local bus access to neighborhoods, senior centers, libraries, schools and shopping. As of January 14, 2002, all routes operate 365 days a year. Dial-a-Ride service is available to those who meet the eligibility requirements (seniors and persons with disabilities).

Bus Routes	**Day**	**Weekday Hours**
GREEN – Thomas Road	M - Su	6 AM - 7 PM
17 – McDowell Road	M - Su	6 AM - 7:30 PM
41 – Indian School Road	M - Su	6:30AM - 8 PM
50 – Camelback Road	M - Su	5:30AM - 7:00PM
66 – 68th Street	M - Su	6:00AM -7:30PM
72 – Scottsdale Road	M - Su	4AM -11:30PM
76 – Miller Road	M - Su	6 AM -7:30 PM
81 – Hayden Road	M - Su	5 AM - 7 PM
84 – Granite Reef Road	M - Su	6:30AM -7:30PM
510 - express from McCormick Ranch, through Indian Bend area to DT Phoenix	M - F	Four Trips

At this time there are Park and Ride facilities at a few of the major employment and commercial centers in the Indian Bend area.

Loloma Station is a Transit Center located at 7084 E. 2nd St. in Downtown Scottsdale and serves the Indian Bend area as well as the surrounding area. The facility contains a police office, a 720 square foot outdoor plaza, four 400 square feet cooled shade structures, shade trees, a clock tower, information kiosk, public restrooms, drinking fountains, and telephones. Services provided at Loloma Station include ticket and pass sales and transit information.

d. Street lights

In Summer 2003, a survey of randomly selected points throughout the Indian Bend Area was conducted. The following graphic shows where there are no streetlights observable. This is not a scientific survey, however, it does provide observational data about potential areas where streetlights may be desired.

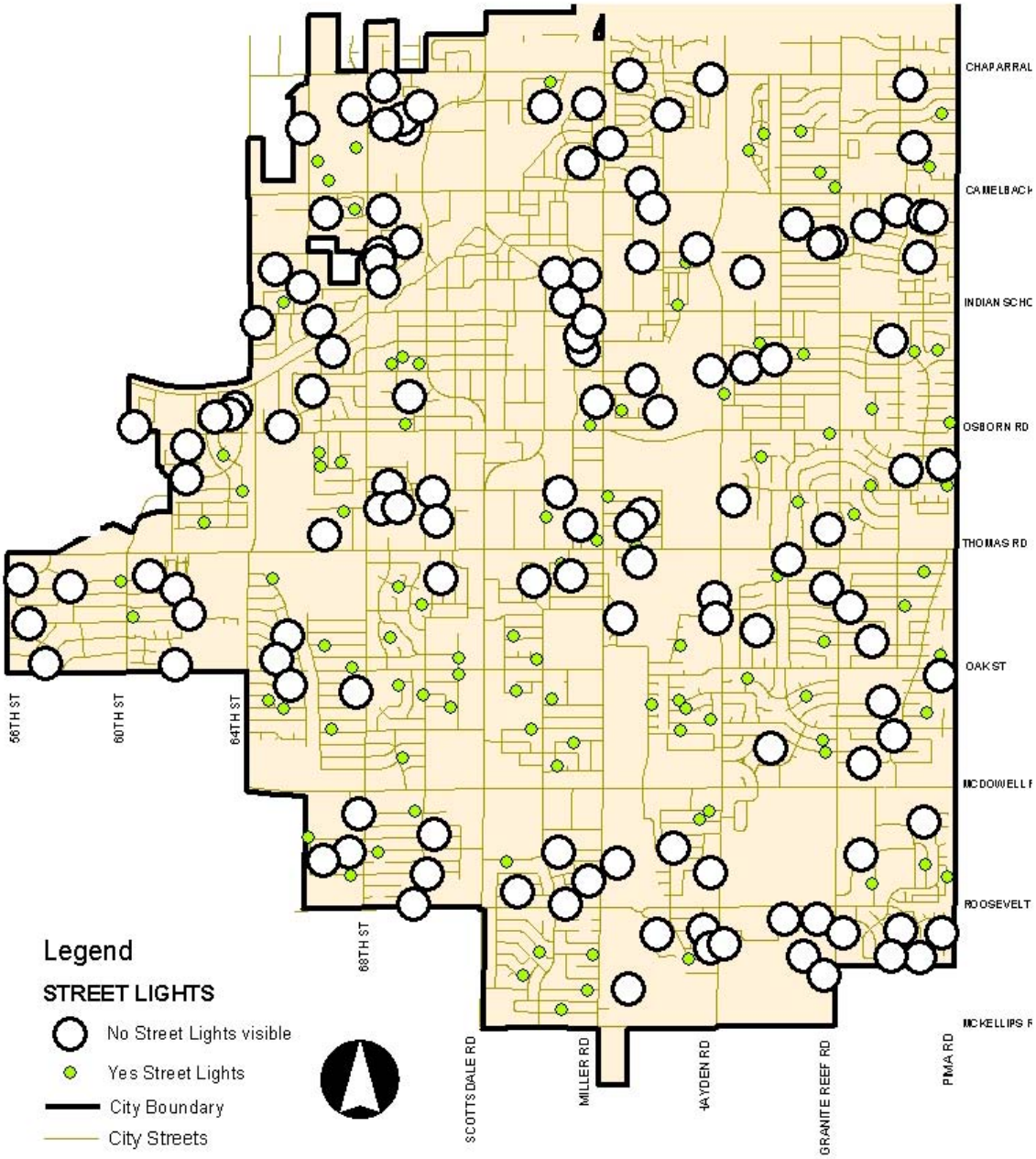


Figure 4: Locations with and without Street Lights

e. Water and sewer

Flood Control (see Section D, page 19, regarding Indian Bend Greenbelt also)
Completed in 1997, the Scottsdale Silverado Golf Course is a recent addition to the recreational amenities of the Indian Bend Wash Greenbelt. This project encompasses 140 acres, which have been developed into an 18-hole championship golf course within the Indian Bend Wash, south of Indian Bend Road and north of the Arizona Canal. This golf course was developed in keeping with the overriding philosophy of providing open space and recreation opportunities within the Indian Bend Wash Greenbelt Flood Control Project. The Scottsdale Silverado course is noted for its rolling greens and being the only lake driving range in the state, where special floating golf balls are complimentary to players. The golf course operator is responsible for maintaining the golf course such that it continues its primary function of flood control, while also offering the public recreational amenities.

2. *General Plan, Land Uses, and Zoning*

The following is a map of the existing land uses in the Indian Bend area as of October 2001. When compared with the Land Use map of the General Plan (Figure 6), it is quite similar.

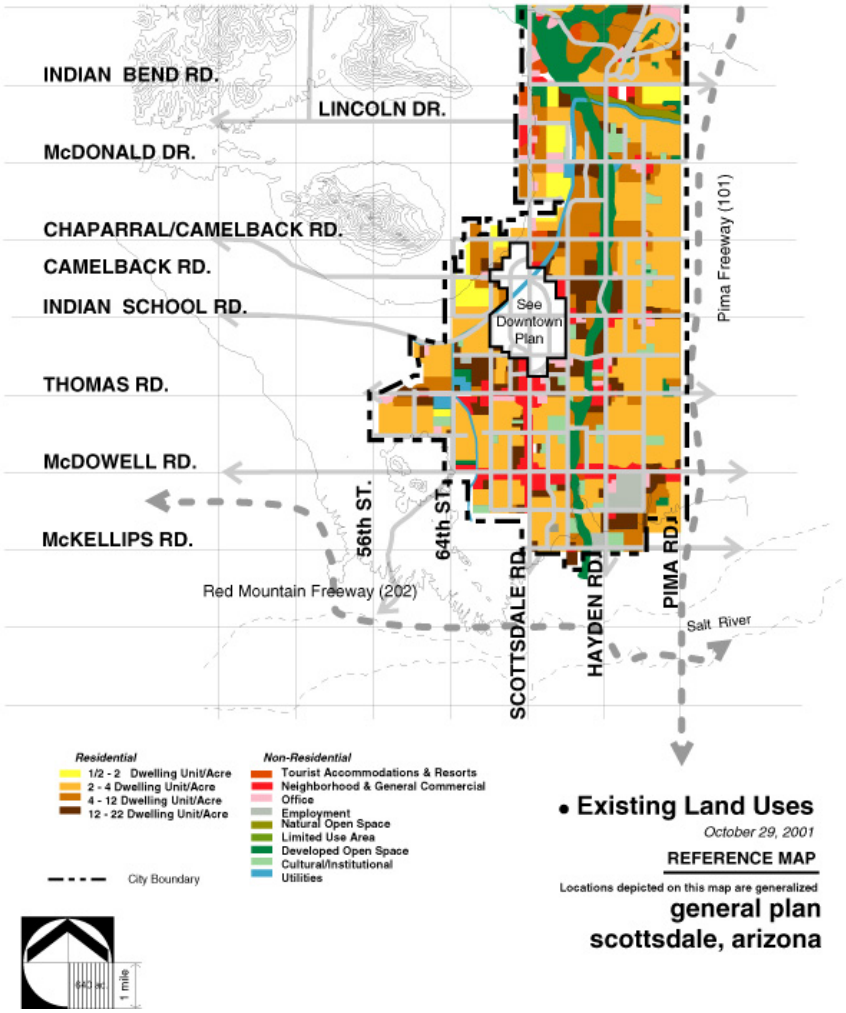


Figure 5: Existing Land Uses, Indian Bend area

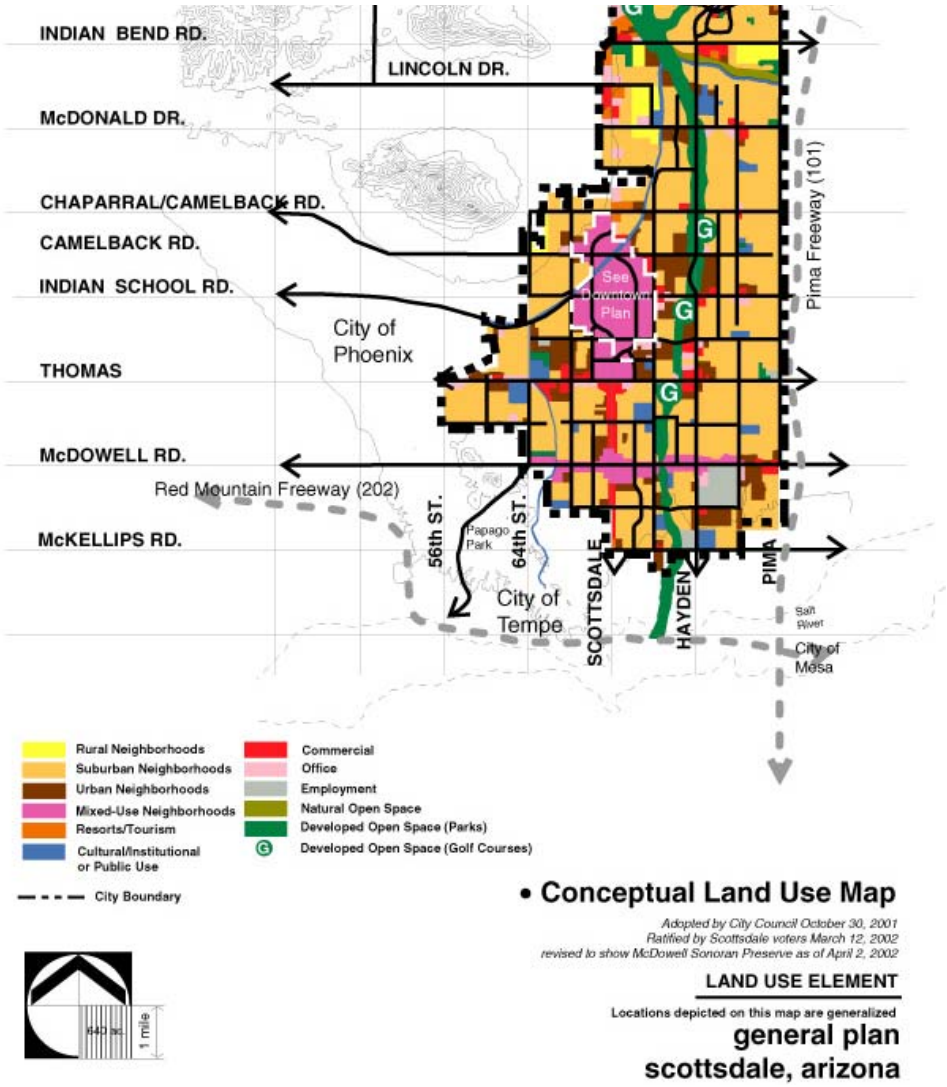


Figure 6: General Plan Land Uses

Zoning in the Indian Bend area is very similar to the Existing Land Uses and General Plan Land Uses designated. Over time the consistency of these documents has become apparent.

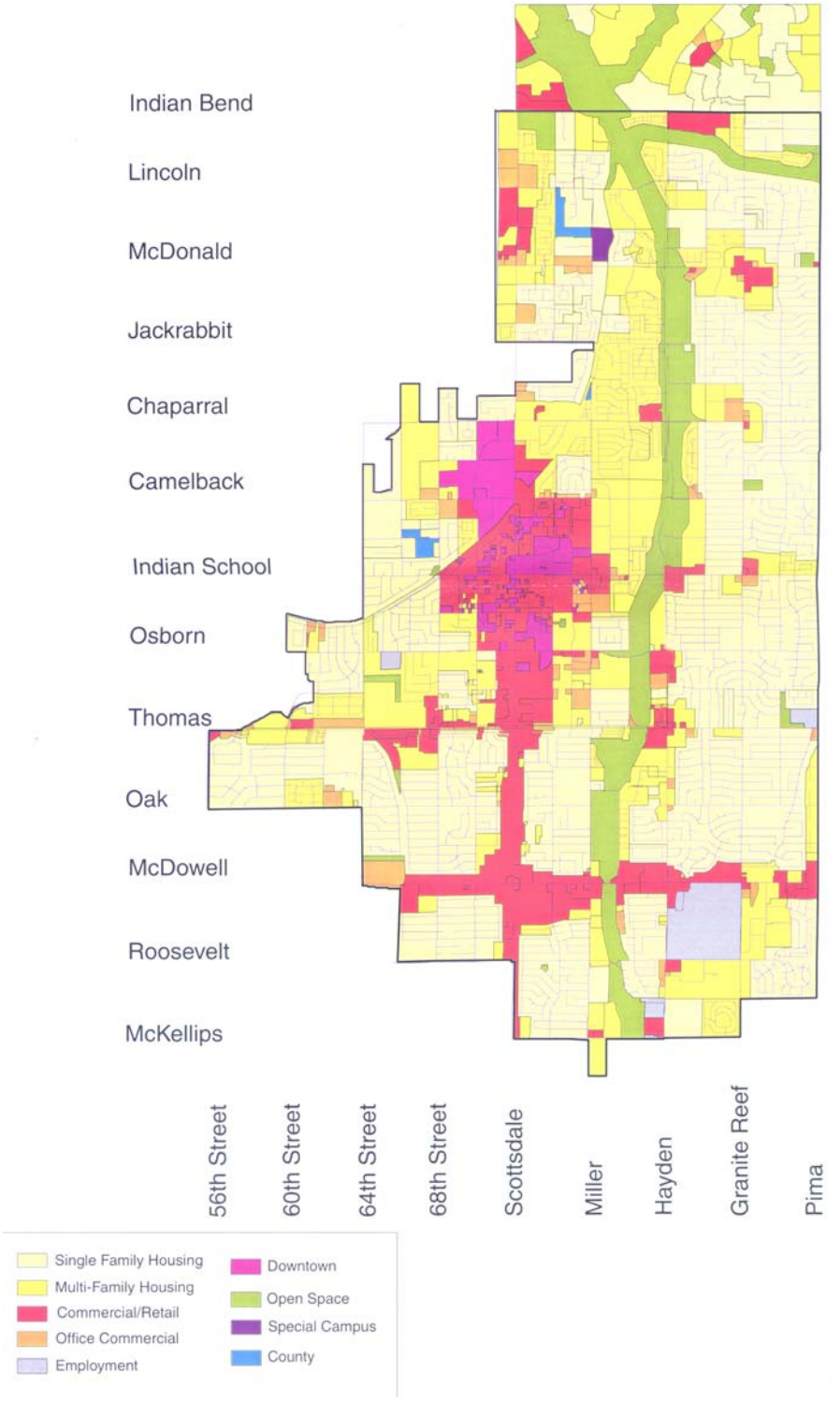


Figure 7: Zoning categories

3. Vacant Properties

As is obvious from the following map, there is not much vacant property in the Indian Bend area. These few areas may allow for infill development, but for revitalization or redevelopment efforts some assemblage of property that is not vacant may be necessary in the future.

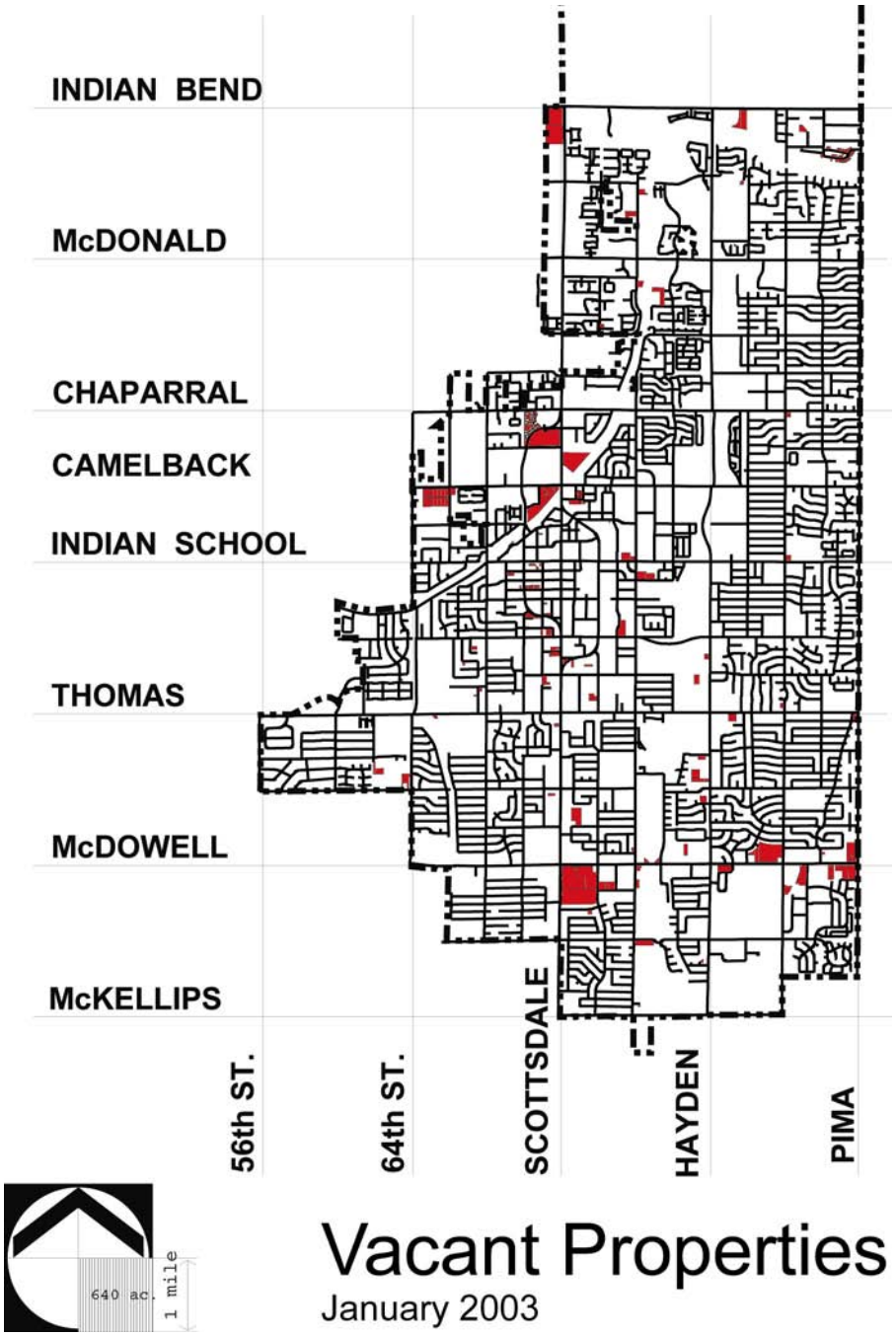


Figure 8: Vacant Land, Indian Bend area

4. Circulation

a. Traffic counts

Traffic in the Indian Bend Area has changed in the past few years as a result of the City growing in many different ways. The population boom in the north combined with the completion of the N/S Route 101, not only affected an increased through-traffic, but also placed stresses on traffic patterns near the freeway corridor. The City of Scottsdale 2000 Volume and Accident Data Report, prepared by Traffic Engineering in June 2001, reflects on the conditions during the entire 1999-2000 analysis period.

In looking at the traffic statistics—segments and intersections— the Indian Bend Area contributes roughly four out of every top ten ranking, for both traffic volume and accident rates. Based on the data compiled in the 2000 traffic study, traffic volume has decreased slightly in the Indian Bend Area, while the change in accident rates do not show a constant overall trend. These analyses effectively reflect the completion and continuation of the freeway through the city, the Capital Improvement Projects and other construction in progress during that time.

Segment Traffic Volume

Rank	Primary Street	From	To	Volume (range: 70,300 – 800)	% Change from 1998
1.	Scottsdale	McDonald	Lincoln	70,300	-0.3%
2.	Scottsdale	Lincoln	Indian Bend	63,800	-5.6%
10.	Scottsdale	Chaparral	McDonald	54,000	-16.4%

Intersection Traffic Volume

Rank	Primary Street	From	Volume (range: 102,100 - 2,100)	% Change from 1998
4.	Scottsdale	Lincoln	91,500	-7.2%
7.	Scottsdale	McDowell	88,000	-4.2%
8.	Scottsdale	McDonald	84,401	8.1%
10.	Scottsdale	Thomas	78,800	-11.8%

Segment Accident Rates

Rank	Primary Street	From	To	Accident Rate (range: 11.42 – 0.00)	% Change from 1998
2.	Scottsdale	Osborn	Indian School	9.51	75.1%
4.	Oak	Scottsdale	Miller	8.77	4.09%
5.	Osborn	Scottsdale	Drinkwater	7.66	-0.7%
7.	Camelback	Goldwater	Scottsdale	7.34	175.6%
9.	Scottsdale	Indian School	Camelback	6.34	31.9%
10.	Chaparral	Miller	Hayden	5.60	85.9%

Intersection Accident Rates

Rank	Primary Street	From	Accident Rate (range: 2.70 – 0.00)	% Change from 1998
7.	Hayden	Roosevelt	1.36	122.6%
8.	Hayden	Indian School	1.29	50.9%
9.	Miller	McDowell	1.28	68.3%
10.	Pima	Thomas	1.20	-28.4%

b. Traffic calming/speed awareness program

The City of Scottsdale's Neighborhood Services Division has teamed with the Police and Transportation Departments to create the Neighborhood Speed Awareness program - a four step program to reduce neighborhood traffic speeds by increasing motorist awareness and citizen participation.

- Step One: Involves speed awareness trailers set up on residential streets to inform drivers of their speed. The solar-powered trailers equipped with a radar unit tracks and displays motorists' speeds. The trailer remains in the neighborhood for five days.
- Step Two: If step one fails to reduce or prevent speeding, volunteer residents will monitor traffic using hand-held radar devices. Speeding motorists will be sent a letter, not a ticket, from the city's Police Department informing them of the violation and requesting they obey neighborhood posed speed limits.
- Step Three: Police enforcement. While heightened awareness, such as what is used in step one and two may be all that is needed fro most Scottsdale neighborhoods, some areas may require the Police to monitor traffic and issue tickets to speeding motorists.
- Step Four: Most neighborhoods should find relief with steps one through three. However, some neighborhoods may be eligible for permanent speed reducers – or traffic calming devices. These devices such as speed humps, traffic circles and traffic diverters, alter a neighborhood's traffic pattern in an attempt to reduce traffic speeds. The city's Traffic Engineering Division will study neighborhood traffic situations and make appropriate recommendations to alleviate the problem.

After a neighborhood has followed the steps in the speed awareness program, the neighborhood may request a speed hump petition. The Transportation Department's General Manager has the discretion to allow speed hump installation on public streets in Scottsdale. The General Manager uses the criteria listed below to make that decision and may waive or vary any of the criteria or may recommend public hearings before the Transportation Commission or the City Council.

Speed Hump Criteria

- The street is a local residential street with driveways. Streets classified as minor collectors may also be considered if:
  - There are fewer than six houses per one-eighth mile with driveways onto the street
  - The street is no longer than one mile in length
  - The street is no wider than 40 feet measured from back of curb to back of curb, or edge to edge of asphalt if there are no curbs
  - The street does not have any signalized intersections.
- A petition is submitted that indicates approval by 75% of the residents and property owners of the affected area (all residences on the subject street and three dwelling units on intersecting streets either side of the subject street). The four residences immediately adjacent to each proposed speed hump must check the "yes" box of the petition.
- The street is a minimum of 600 feet long. The speed humps will be located with approximately 250 to 350 feet spacings. There will be no fewer than two speed humps on any street.
- The posted speed limit is 25 miles per hour.
- A speed study reveals all the following:
  - The 85th percentile speed (the speed that 85 percent of the drivers are driving) exceeds 35 miles per hour
  - The mean speed exceeds 30 miles per hour
  - The upper limit of the 10 mile-per-hour pace exceeds 32 miles per hour
  - More than 50% of the vehicles are exceeding 25 miles per hour.
- The average daily traffic is more than 500 vehicles per day and less than 5,000 vehicles per day. The residents requesting the speed humps are responsible for funding and contracting for the installation. The work will be subject to all applicable plan review, permitting, and inspection requirements of the city. (Each installed speed hump has an approximate cost of $1,500. The city of Scottsdale will install the necessary advance warning signs and pavement markings. The city will also be responsible for maintenance of the speed humps.)

Speed Hump characteristics
Speed humps are made from asphalt and measure 3.5 inches tall. They are 12 feet long in the direction of travel and extend the entire width of the street. The speed humps have 12 inch painted reflective white stripes across. They are typically spaced 250-350 feet apart, and are designed to be driven over comfortably at 15 miles per hour.

Advantages of Speed Humps
- Decrease average speed 5-10 mph
- Sometimes can decrease the number of cars using the road
- Always there – 24 hours a day, 365 days a year
- Reasonable cost

Disadvantages of Speed Humps
- All drivers must drive over them; speeders and non-speeders
- Traffic noise may increase from rapid braking, rapid accelerating, objects bouncing in truck beds, etc.
- Drivers may drive "around them, onto shoulders, sidewalks, or landscaped areas
- Street sweepers may leave some dirt and debris at humps
- Some rainwater may be retained
- Aesthetics: some people object to their appearance

Examples of Speed Humps in the Indian Bend area:

- 66th Street: between Camelback Rd. and Chaparral Rd.

Neighborhood Traffic Control- Tonalea Neighborhood
The project involves constructing several traffic circles in association with chokers and entry monuments. A choker reduces the lane width and encourages the motorist to reduce speed. An engineering firm has been selected and negotiations are proceeding for a contract. The design process for the project is estimated to take nine months.

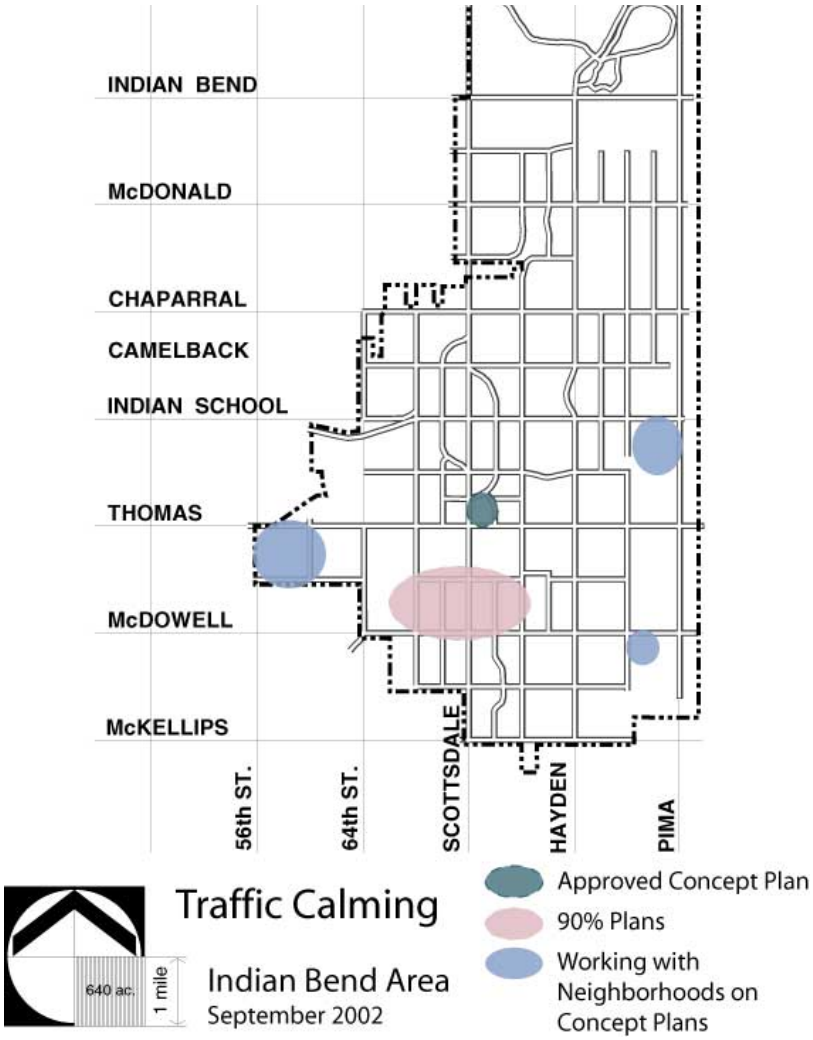


Figure 9: Neighborhood Traffic Control Planning, Indian Bend area

c. Major Investment Study and Streetcar Study

For the last few years, a study funded by the cities of Scottsdale, Tempe, the Maricopa Association of Governments, and the Regional Public Transportation Authority was designed to explore the feasibility of a rapid transit solution along a north-south corridor in Scottsdale and Tempe. That study found that a light rail system along Scottsdale Road that connects to the Central Phoenix/East Valley light rail line would provide the greatest potential for ridership. Further, the Streetcar Study found that this type of technology could serve as a phased step toward light rail.

On November 7, 2002 there was a joint meeting of the Scottsdale and Tempe Transportation Commissions to consider the results of the Scottsdale/Tempe Major Investment Study and the corresponding Streetcar Study. Both commissions will be making recommendations to their respective councils as to whether to forward the results of these studies to MAG for inclusion in the region's Long Range Transportation Plan.

The City of Scottsdale and the City of Tempe initiated a North/South Transit Corridor Study in 2000, which was completed in the fall of 2002. In partnership with the Maricopa Association of Governments and the Regional Public Transportation Authority, the study identified the following goals and objectives:

- Improve mobility of people and goods;

- Coordinate transportation improvements with land uses;
- Promote actions which improve the environment;
- Accommodate growth in regional and local travel demands; and
- Maximize the efficiency and effectiveness of transportation systems.

By the year 2020 transportation problems in the study area are expected to exceed the capacity of existing and committed transportation systems. The study was used to determine the feasibility of a high-capacity transit system to serve the corridor connecting the two cities, and to select a locally preferred alignment and technology for the system. The community involvement program invited citizens, local jurisdictions, and other stakeholders to contribute their ideas, comment on concepts, and participate in assessing the effectiveness of alternatives. Multiple tiers of alternatives were studied, including roadway alignment, light rail transit, and an expanded bus rapid transit. The evaluation result, light rail transit via Scottsdale and Curry Roads, is recommended for adoption as the Locally Preferred Alternative (LPA) for the primary study area, would provide a solution to anticipated problems in an effective, efficient and environmentally sensitive manner. The system proposal, connecting the Indian Bend Area to Tempe and Phoenix, includes the following advantages:

- Only light rail transit (LRT) permits a seamless connection and full interlining with the Central Phoenix/East Valley LRT project.
- (LRT) will attract more riders to the regional transit system than the BRT/Busway technology.
- LRT maximizes the person-carrying capacity for the Scottsdale Road corridor.
- In general, this alternative provides the shortest travel times for transit riders, largely because it avoids a forced transfer between high-capacity modes in Tempe.
- LRT is more cost effective than BRT/Busway, in terms of incremental cost per new passenger trip.
- Light rail's fixed infrastructure has historically spurred transit-oriented development in many cities.

d. Intelligent Transportation System

The first deployment of the Intelligent Transportation System has occurred on Indian School Road between 64th Street and Pima Road. The construction included: installation of underground conduit, fiber optic cables, cameras at several intersections, and variable message signs. The Arizona Department of Transportation (ADOT) will continue to construct the project through a federal grant program.

Alleys

The city annually treats the center portion of alley for dust control, removes vegetation from alley perimeters, and treats alley surfaces to inhibit the return of vegetation. Property owners are responsible for keeping the alley behind their property free of litter, debris, construction waste, and landscaping granite. The City's solid waste division will pick up landscape trimmings and contained waste. The following areas of the Indian Bend area contain alleys in the back of property.

Insert map of neighborhoods with alleys.

Street Sweeping

The City maintains a street sweeping program with the following schedule:

- residential city streets with curbs - every five to six weeks
- Major streets - weekly
- Downtown streets - twice weekly

5. Amenities and Quality of Life
   a. open space

   b. public art

   c. cultural facilities

The Papago Salado Association is a non-profit organization that was formed in the early 90's by the mayors of Phoenix, Scottsdale and Tempe. The Association was created to preserve, protect, enhance and promote the cultural, historic, natural and recreational resources of the region where the 3 cities meet. The Papago Salado region is a desert island in the heart of the Valley's metropolitan area including Papago Park and Rio Salado and cultural amenities such as: the Arizona Historical Society Museum, Desert Botanical Garden, Hall of Flame, Pueblo Grande Museum and Archaeological Park, and the Phoenix Zoo.

One of the tasks of the Association has been to improve the linkages among the region's attractions and destination points and to ensure a high aesthetic quality for improvements made. The Association has also taken a lead to promote the region as a Cultural Heritage Tourism Destination and works to explore possibilities for collaborative efforts to provide information to teachers, students and the public about the history, people, plants and animals of the region and desert environment.

Early efforts of the working committees have helped produce:

- The 1995 *Papago Concept Plan*
- The Design Concepts for Papago Trail from the *Walking into the 21st Century Pedestrian and Bicycle Safety Road Show*
- The 1998 *Papago Green Line Master Plan* and updates of master plans for the Phoenix and Tempe Papago Parks
- Papago Cross Cut Canal Master Plan.
- The Plan to *Market Cultural Heritage Tourism*, 1998-2000
- The Papago Salado Visitor Study

In 2002, there was a National Design Competition that brought together many well known architects, landscape architects, urban planners and other design professionals to find ways of improving the Papago trails system. The trails system has been constructed incrementally to date, and with the help of the Papago Salado Association, the Salt River Project and many of the cultural amenities in the area this can remain and grow to be one of Arizona's greatest trails system and cultural opportunities.

6. Public Facilities, Community Focal Points, and Activity Centers

Community Facilities
Civic Center Library
Civic Center Mall
Civic Center Senior Center
Club Sar
Paiute Neighborhood Center
Scottsdale Stadium
Vista del Camino Community Center

Community Parks
Chaparral Park
Eldorado Park (including the Wedge Skatepark)
Indian School Park
McCormick Stillman Railroad Park
McKellips Lake Park
Vista del Camino Park

Neighborhood or Mini Parks
Agua Linda Park - 8732 East McDonald (Pima & McDonald)
Apache Park - 86th Street and Latham
Chesnutt Park - 4565 North Granite Reef (North of Camelback on Granite Reef)
???Lafayette Park
Nature Area - 7011 North Hayden
Osborn Park - 7775 East Osborn Road
Paiute Park - 3210 North 66th Street (South of Osborn on 66th Street)
Papago Rotary Park - 73rd Street and Garfield Road
Pima Park - 8600 East Thomas
Thomas Road Bike Stop - 7801 East Thomas

Elementary Schools
Hohokam – 8451 E. Oak Street
Kiva – 6691 E. McDonald Road (outside the city of Scottsdale municipal boundary)
Navajo – 4525 N. Granite Reef Road
Pima – 8330 E. Osborn Road
Pueblo – 6320 N. 82nd Street
Tonalea – 6801 E. Oak Street
Yavapai – 701 N. Miller Road

Middle Schools
Mohave – 5520 N. 86th Street
???Pima – 8330 E. Osborn Road
Supai – 6720 E. Continental Drive

High Schools
Coronado – 2501 N. 74th Street
Saguaro - 6250 N. 82nd Street

7. Neighborhood and Community Identity

8. Code Enforcement

9. Capital Improvement Projects and Revitalization Efforts

Community Services

FY 2001/2002 and 2002/2003 Indian Bend area Projects	Budget (in thousands) Total	Current
Completed		
1. Multi-Use Path Lighting at Vista del Camino	$231.1	
Underway		
2. Chaparral Pool Building Renovation	$1,385.0	$1,385.0
3. Chaparral Park Extension	$4,412.7	$200.0
4. Eldorado Pool Renovation	$5,388.4	$5,388.4
5. IBW Lakes Renovation	$1,024.0	$1,024.0
6. Paiute Neighborhoods Center Buildings 7 & 9 Renovation	$767.4	$767.4
7. SCA Improvements and Facilities Upgrades	$1,516.4	$785.2
8. Multi-Use Path Lighting	$959.1	$959.1
9. Nevelson Sculpture Re-Siting	$360.0	$360.0
Pending		
10. Civic Center Senior Center Replacement	$10,562.2	$2171.2
11. Civic Center Mall Improvement Phase II	$1,460.5	$1,460.5
12. Scottsdale Mall Restroom Renovation	$282.1	$282.1
13. Scottsdale Stadium Field Renovation	$80.0	$80.0
14. McCormick-Stillman Park Phase III	$2,076.7	$268.8
15. Paiute Neighborhood Center Buildings 4 & 5 Renovation	$1,391.9	$400.0
16. Vista del Camino Remodel/Expansion	$3,495.7	$3,495.7

Citywide Projects

Completed

Computerized Central Sprinkling System
Park Lighting and Electrical Improvements

Underway

Library Network Conversion
Playground Equipment Replacement
Public Pool Safety Upgrades
Youth Sports Lighting Expansion
ADA Improvements

FY 2003/2004 and beyond

Indian Bend Area Projects	Budget (in thousands)
17. Club SAR Addition	$328.2
18. ISP Neighborhood Center Expansion	$1,918.2
19. Paiute Neighborhood Center Building 8 Renovation	$62.8
20. Paiute Park Building Expansion	$83.9
21. Pima Park Building Expansion	$83.9
22. Chesnutt Park Building Expansion	$84.0
23. Yavapai Ballfield Parking	$109.3
24. Eldorado Ballfield Renovation	$1,168.5
25. Paiute Maintenance Compound Replacement	$1,738.9
26. Vista del Camino Ballfield Renovation	$841.6

Citywide Projects

Library Self-Check Machine/LAN Infrastructure Replacements
Rebuild Tennis Courts
Park Signage
Recreational Amenity Replacement
Community Services-Class System Upgrades
Aquatics Facilities Renovations
Upgrade Sports Field Lighting Systems

Transportation Related Projects

Bus Bay and Passenger Amenity Program
FY 2001/2002 and 2002/2003
Pending

1. McDowell and Miller (EB)
2. Scottsdale Rd. and McDowell Rd. (NB)
3. McDowell and Miller (WB)

Transit/Telecommuting CTR/Park and Ride Programs
FY 2003/2004 and beyond

1. Los Arcos Transit
2. Bus Fueling Facility

Neighborhood Traffic Control Program
FY 2001/2002 and 2002/2003
Pending

1. Tonalea Neighborhood Study

Street & Intersection Projects
FY 2001/2002 and 2002/2003
Underway

1. Hayden And McDonald – Intersection Improvement
2. Indian School Road – IBW to 81st St.
3. Scottsdale – Indian Bend to Gold Dust
4. Pima Rd. – McDonald to Via Linda

Pending

5. Indian School Canal Bank Enhancements
6. Chaparral – Miller to Hayden
7. McDonald – Scottsdale to Hayden
8. Camelback – 64th St. to 68th St.
9. Indian Bend – Scottsdale to Hayden
10. Indian School – Drinkwater to Pima

Roadway Capacity Improvements

FY 2001/2002 and 2002/2003
Underway

1. 68th St. and Thomas
2. Scottsdale and Jackrabbit
3. Hayden and McDowell
4. Hayden and Camelback
5. Scottsdale and Chaparral

Pending

6. 87th Place to Mountain View
7. 68th St. – Osborn to Indian School
8. Hayden N&S of Jackrabbit
9. Hayden and Chaparral Plaza
10. Hayden and Osborn
11. 64th and Indian School
12. Hayden and Chaparral
13. Hayden and Mountain View

FY 2003/2004 and beyond

14. McDonald and Miller
15. Hayden and Thomas
16. Hayden and Via De Ventura
17. Miller and Thomas
18. Scottsdale and Thomas
19. Scottsdale and McDonald

Intelligent Transportation System Program
FY 2001/2002 and 2002/2003
Completed

1. Indian School – 64th St. to Pima Freeway

Underway

2. Pima Freeway FMS

Pending

3. Camelback – Hayden to Scottsdale
4. Scottsdale Rd. – Indian Bend to Shea
5. IBW – Indian School to McDowell
6. Camelback – Scottsdale to 68th St.
7. Hayden – Chaparral to Indian Bend
8. Chaparral – Hayden to Scottsdale

FY 2003/2004 and beyond

9. McDowell – Freeway to Hayden
10. Thomas – Freeway to Hayden
11. Crosscut Canal – Indian School to Thomas
12. Thomas Rd. – Osborn
13. McDowell – 64th St. to Hayden
14. Indian Bend – Scottsdale to Hayden
15. McDonald – Scottsdale to Hayden
16. Roosevelt – Scottsdale to IBW
17. IBW – Indian School to Chaparral
18. IBW – McKellips to Hayden
19. Upper Camelback Wash – Via Linda to Indian Bend

Pedestrian Related Projects

Bicycle/Sidewalk Program
FY 2001/2002 and 2002/2003
Underway

1. Path east bank of Crosscut Canal – Osborn to Indian School
2. Improvements to Crosscut Canal Path – Papago Salado Loop
3. San Miguel connection to AZ Canal

Pending

4. Oak Street/Crosscut Canal Bridge
5. Improvements to Hayden – 82nd St. Path
6. IBW to McCormick RR Park path connection
7. Widen IBW Path – McDowell to Camelback
8. Fix narrow gap in Indian School Park
9. Pima Bikeway – Inner Circle to Via Linda, bridge at Via Linda, w/ wall project

FY 2003/2004 and beyond

10. Chaparral bike route – Granite Reef to Pima
11. Second Street Route – IBW to Loloma Station

Pedestrian Enhancement

FY 2001/2002 and 2002/2003

Underway

1. Thomas – 75th to Miller
2. Wilshire – 78th to Hayden
3. Wilshire – Scottsdale to 73rd
4. Vista Del Camino 37
5. Navajo School N. 32
6. Navajo School S. 30
7. Coronado High School 40
8. Scottsdale Rd. 6
9. Chaparral Plaza 48
10. E. Roosevelt 36
11. Downtown W. 21
12. McDowell and Granite Reef
13. 64th St. Frontage S. of Thomas

Pending

14. Camelback – 64th to 66th
15. Indian School – 82nd to three lots east
16. 68th St. – Paradise to Chaparral
17. Chaparral – 68th St. to 68th Pl. SS
18. Grenada – Miller to 74th
19. Scottsdale – Hummingbird
20. 73rd – Thomas to Earl
21. Chaparral – 68th St. to 68th Pl. NS
22. Northland -- S. of Chaparral to W. of Canal
23. Roosevelt – Miller to IBW
24. 87th St. – Thomas one block
25. McDonald – Miller to Canal
26. Camelback – E. of Scottsdale
27. Miller – S. of McDonald
28. Chaparral – Hayden to Park entrance
29. Chaparral – W. of 68th to 68th St.
30. 68th St – N. of Chaparral to Chaparral
31. Indian Bend – Hayden to Pima
32. Chaparral – W. of 69th

Drainage Projects (see map on next page)

Drainage and Flood Control (South of CAP)

FY 2001/2002 and 2002/2003

Underway

1. Indian School – Hayden to Pima
2. Camelback Rd. Corridor

Pending

3. Mojave Neighborhood Phase I
4. McDonald Drive Corridor
5. Scottsdale Rd. Bridge over IBW
6. Jackrabbit/Chaparral West
7. Granite Reef Watershed Phase I

FY 2003/2004 and beyond

8. Roosevelt Corridor
9. Mojave Neighborhood Phase II
10. Civic Center East
11. Indian School Park Phase II
12. Earl/Thomas Corridor
13. Granite Reef Watershed Phase II

Revitalization Efforts

McDowell Road Corridor:

Granite Reef and McDowell Roads (Former Smitty's Site): The 13.3 acre site on the northwest corner of McDowell and Granite Reef Roads is currently owned by the city. New construction of a 40,000 square foot Senior Center, Citizen Service Center, and Police Beat Office, along with a 12,000 square foot building to house the Stagebrush Community Theater and their associated youth theater, Greasepaint Theater on 4.3 acres is planned and will be held by the city. Construction start for the Senior Center expected during the summer of 2003. The remaining 8 acres of the site are being Request for Proposaled (RFP'd) out to the development community. It is expected that a project will come forward bringing mixture of commercial uses. The site development Request for Proposal was published at the end of September. Responses are due back in mid November, interviews would follow in December, and staff expects to come before City Council in December to receive direction related to a development agreement and then will move forward in development agreement negotiations. Staff sent out the Senior Center architectural/engineering Request for Proposal in early October, with a selection process and contract negotiation in late November/early December. They expect to have a contract ready for Council review in January. The architect will be working on building programming/design for the first few months, while Economic Vitality staff works with the chosen Developer on the best location for the Senior Center at this site in conjunction with the private development. Staff contact: Laurel Edgar, ext. 27313, ledgar@ci.scottsdale.az.us

McDowell Road Streetscape improvements: This is a CIP-funded beautification project for the front yards/right of way along McDowell Road and in the southern section of Scottsdale Road. Development Review Board (DRB) approved design concepts in 1996 and an initial project was installed between Granite Reef and Pima along McDowell. City staff is currently updating the conceptual design in order to update the allowable plant palette (based on our current maintenance knowledge of landscaping materials) and to punch up the colors and hardscape to provide a more vibrant and cohesive look along this corridor. A $6 million fund exists to provide improvements from 64th street to Pima on McDowell and on Scottsdale Road from McKellips to Oak Streets. Once the overall updated design work is approved by DRB, we will be moving forward with construction documents on 3 specific locations with private property owners for their properties as the first installations next spring: Republic West, General Dynamics (they will provide their own drawings) and Five Star Ford. We will also be incorporating the Smitty's property into this project. This will serve as a part of the city's partnership with the chosen developer for that site. In 2003 we will be focusing on the Motor Mile area and Hayden to Granite Reef - working with any interested property owner to get them to work with us to make these upgrades. In 2004, we expect to focus on the Scottsdale Road to Hayden section. Staff Contact: Laurel Edgar, ext. 27313, ledgar@ci.scottsdale.az.us

Los Arcos Mall Site: The 43 acre site on the southeast corner of McDowell and Scottsdale Roads is currently owned by The Ellman Companies. Current plans include a Lowes Home Improvement store, Sam's Club and Super-Walmart, along with smaller retail spaces. The Ellman Companies and the city are discussing this proposal and the possibility of city funding for some of the infrastructure.

Bill Heard Chevrolet: These are plans for new construction on an 11 acre site at the southwest corner of Pima and McDowell Roads for new and used car sales. Total construction costs are estimated at $12 million with construction expected to begin by mid-2003 and occupancy in mid-2004. Project is just starting the city Design Review process. This location will house sales only,

no service work will be done. Heard's current location at northeast corner of Scottsdale Road and McDowell will continue to sell both new and used cars and provide service work.

Republic West: This project includes new construction of a 17,300 square foot interior remodeling retail store just east of Hayden and McDowell Road on a portion of a 2.5 acre site. The owners expect to expand in the future on the remaining acreage. Construction of this first phase will begin in the fall of 2002 with an opening in May 2003. Total investment will be over $2.2 million and provide 42 jobs with an average salary of $52,000.

Fountain Plaza: Kroger's and Weingarten Realty Investors remodeled the Fry's grocery store and upgraded an older strip center at the northeast corner of 77th Street and McDowell Road. This construction was completed in November 2001, with costs of approximately $600,000 to this 112,900 square foot retail center on 10.5 acres. Weingarten is currently working on upgrading their lighting throughout the center and parking lot.

Hayden Road Corridor:

Hayden Road/Indian School Road: To be responsive to the local businesses, the downtown business district, and the residents, this project has been accelerated in order to be complete prior to Thanksgiving. The electrical subcontractor is performing evening work to complete the electrical conversion from overhead to underground power by Arizona Public Service. Additional traffic restrictions have been authorized for required work zones as long as one lane of traffic is maintained in all four directions. A meeting is scheduled for September 23rd with Transportation and Traffic Engineering to discuss the request from the contractor for a complete intersection closure the weekend of November 16 and 17, 2002, which would allow the contractor to complete the intersection paving in its entirety. The schedule is subject to weather delays. Staff contact: Annette Grove, ext. 22339, agrove@ci.scottsdale.az.us

Indian River Plaza: new construction of Osco Drug Store & remodel/facelift of older strip center at the southwest corner of Hayden and Thomas Roads. The Osco, which added 10,000 square feet to the structure, is now open, a new 99 Cent Only Store has moved in, and the "facelift" portion is under construction. A 6,000 square foot retail pad is proposed for the vacant land on Hayden. Construction work should be completed in late 2002, with costs of approximately $700,000 to this 99,000 square foot retail center on 9.5 acres.

Continental Bazaar: This project includes new construction of a 14,500 square foot Walgreens Drug store and remodel/facelift of remaining 50,000 square feet of 6-acre strip center at the southeast corner of Indian School and Hayden Roads by Bashas, Inc. This project has Development Review Board approval and is currently completing the construction documents. Construction is expected to start in Fall 2003 and be completed in early 2004. Small retail tenants are expected to occupy 15,333 square feet with the Bashas store retaining 36,400 square feet.

Scottsdale East Plaza: This project includes new construction of a 6,800 square foot pad for restaurant/retail and a "facelift" to the existing 39,000 square foot strip center on a 4-acre site at the southeast corner of Roosevelt & Hayden Roads by the property owners, Integrated Real Estate Services. Project is through Design Review and currently completing construction documents. Construction is expected to begin in early 2003 and be completed by mid-year. Total construction costs approximately $1.2 million.

Other Revitalization Efforts in the Indian Bend Area:

Chaparral Park expansion: The city is moving forward with plans to build a water treatment plant and expand Chaparral Park along the southeast and northeast corners of McDonald Drive and Hayden Road. In conjunction with the treatment plant, an off-leash area is planned for dogs, plus a number of other possible amenities. These include lighted ball fields, parking, restrooms, a multi-use path, xeriscape garden, landscaping and irrigation. Staff contact and project manager: Bill Peifer at (480) 312-7869.

Supai Middle School Improvements: Supai Middle School recently celebrated the successful and timely completion of its 75,000 square foot renovation. This event commemorated a collaborative effort between the School District, the contractor, and the city's Planning & Development Services dept. that led to completion of a high quality facility in record time. Staff contact: Jon Chase, ext. 22578, jchase@ci.scottsdale.az.us

Eldorado Pool Improvements: Design and construction of a new family aquatic center to replace the existing 30-year-old Eldorado Pool Facility. Construction is began in September 2002 and should take about 10 months. Approved budget $4,288,400.

McKellips Multi-Use Path: A new multi use path will be constructed and landscaped connecting Indian Bend Park to the Rio Salado Pathway. Construction was scheduled to begin in fall 2002. Approved budget $1,007,500.

Paiute Neighborhood Center Remodel: This project implements the renovation of two buildings at Paiute Neighborhood Center. Planned uses for these buildings are a senior center expecting 100 visitors a day (for nearby residents with a billiard room, small kitchen, aerobics room, lounge and social worker office), a tiered 40-50-seat community meeting room, classroom and offices. Also included in this project is the replacement of a deteriorated wood canopy with a metal canopy. The project is currently in the design phase with construction expected to begin in spring 2003. Approved budget $767,400.

Nature Park Restoration and Multi-Use Path Completion: The Nature Park facility at Hayden and the Interceptor Channel, south of the Silverado Golf Course, has been refurbished with the help of students from Saguaro High School, who provided input into the restoration of the surrounding wildlife habitat. In addition, improvements were made in 2000 to the multi-use path from Hayden Road to Pima Road along the Interceptor Channel.

"Off Leash" Dog Park: Scottsdale's newest Off-Leash Facility, located at McDonald and Hayden, opened in October 2000 and has been a "howling success!" The facility for people and pets is open daily and is maintained by City staff and Paws in the Park volunteers, a community group that works to keep the area a clean and a friendly place to visit. The area will be reconfigured from time to time to address turf management issues resulting from the heavy use it receives daily. Additionally, the area includes a place for passive off leash activity. People and pets that prefer a less active off-leash experience can use the area for small, timid, old, shy or transitioning pets. Shade, water and seating were added for comfort and safety.

Related Indian Bend Area projects:

- Indian School Road Intelligent Transportation System: traffic signage, just completed
- Bikeways Program, $7,711,300 (two-thirds south of Chap.), design phase
- Tonalea Traffic Calming, $4,575,300 (half of $, Budget also includes Sweetwater traffic calming), design phase
- Waterline Improvements, $5,695,200 (1/4th of budget south of Chap), under construction
- Water Quality Improvements – Southern Neighborhoods, $10,000,000, currently under construction

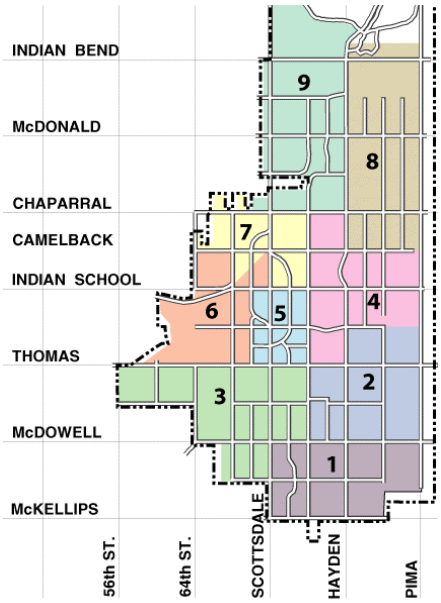
Examples of Downtown related programs and projects:

- Creation of Downtown Planning Group to smooth the city process for businesses wanting to invest or reinvest south of Indian Bend through remodeling or new construction. Jon Chase is leading this effort in Planning.
- Civic Center Mall Improvements, 41,460,500, Ready to begin Design, Currently on hold
- Nevelson Sculpture re-sitting, $360,000, bidding
- Old-town Street Light Electrical Conductor Replacement, $362,000, planning
- Downtown Sewer Improvements, $1,500,000, currently under construction

Residential Improvements
In addition to these large and very visible projects, private property owners have reinvested in their homes in the Indian Bend area as well. Over the last five years, 1,831 permits have been issued by the city for residential additions or alterations. Another 295 permits were issued for new garage or carports. The total valuation of these residential improvements is $72.8 m for that five year period.

B. Safety/Security

1. Crime Statistics



640 ac. 1 mile

Police Beats
Indian Bend Area
October 2002

2. Traffic Accidents (see Traffic Volumes)

Traffic in the Indian Bend Area has changed in the past few years as a result of the City growing in many different ways. The population boom in the north combined with the completion of the N/S Route 101, not only affected an increased through-traffic, but also placed stresses on traffic patterns near the freeway corridor. The City of Scottsdale 2000 Volume and Accident Data Report, prepared by Traffic Engineering in June 2001, reflects on the conditions during the entire 1999-2000 analysis period.

In looking at the traffic statistics—segments and intersections— the Indian Bend Area contributes roughly four out of every top ten ranking, for both traffic volume and accident rates. Based on the data compiled in the 2000 traffic study, traffic volume has decreased slightly in the Indian Bend Area, while the change in accident rates do not show a constant overall trend. These analyses effectively reflect the completion and continuation of the freeway through the city, the Capital Improvement Projects and other construction in progress during that time.

Segment Traffic Volume

Rank	Primary Street	From	To	Volume (range: 70,300 – 800)	% Change from 1998
1.	Scottsdale	McDonald	Lincoln	70,300	-0.3%
2.	Scottsdale	Lincoln	Indian Bend	63,800	-5.6%
10.	Scottsdale	Chaparral	McDonald	54,000	-16.4%

Intersection Traffic Volume

Rank	Primary Street	From	Volume (range: 102,100 - 2,100)	% Change from 1998
4.	Scottsdale	Lincoln	91,500	-7.2%
7.	Scottsdale	McDowell	88,000	-4.2%
8.	Scottsdale	McDonald	84,401	8.1%
10.	Scottsdale	Thomas	78,800	-11.8%

Segment Accident Rates

Rank	Primary Street	From	To	Accident Rate (range: 11.42 – 0.00)	% Change from 1998
2.	Scottsdale	Osborn	Indian School	9.51	75.1%
4.	Oak	Scottsdale	Miller	8.77	4.09%
5.	Osborn	Scottsdale	Drinkwater	7.66	-0.7%
7.	Camelback	Goldwater	Scottsdale	7.34	175.6%
9.	Scottsdale	Indian School	Camelback	6.34	31.9%
10.	Chaparral	Miller	Hayden	5.60	85.9%

Intersection Accident Rates

Rank	Primary Street	From	Accident Rate (range: 2.70 – 0.00)	% Change from 1998
7.	Hayden	Roosevelt	1.36	122.6%
8.	Hayden	Indian School	1.29	50.9%
9.	Miller	McDowell	1.28	68.3%
10.	Pima	Thomas	1.20	-28.4%

3. Block Watch Programs

4. Drainage and Flooding

Current Projects

Severe Weather Warning and Response Plan and Stormwater Master Plan Update

The city has undertaken a project to develop a Severe Weather Warning and Response Plan and update the city's Stormwater Master Plan. The comprehensive, city-wide response plan is being developed to better warn residents about severe weather and flood threats, and reduce potential damages associated with severe weather emergencies. The emergency response plan already in place for Indian Bend Wash will be integrated into this citywide plan. Currently, only stormwater facilities south of the Central Arizona Canal (CAP) project have been mapped and incorporated into a modeling program. In updating the Stormwater Master Plan, all stormwater facilities, both north and south of the CAP will be mapped and modeling will be done to determine which facilities need to be upgraded. Cost estimates of these upgrades and a capital improvement plan are key components of this effort.

Granite Reef Wash

Currently, a design concept study has been completed, which identifies flood control options for minimizing the flood hazards and potentially removing the floodplain designation for portions this area. Public meetings will be planned to provide information on this effort. The County Board of Supervisors and the City Council will be provided the information and requested to authorize a flood control project.

Miscellaneous

The city's Stormwater Management Program has identified the need to upgrade and replace various storm drains along Camelback Road, Indian School Road, and McDonald Drive. Portions of the storm drain along Indian School Road are being replaced concurrent with the Hayden Road/Indian School Road intersection project. In addition to storm drain upgrades, various neighborhood drainage concerns are resolved using Capital Improvement Project funds.

Future Projects

These three projects are in the planning stage and will be managed concurrently, with anticipated completion in Fall 2005:

Chaparral SRP Water Treatment Plant: This water treatment plant is being designed to treat the city's allocation of water from the Arizona Canal and will be capable of treating 30 million gallons per day. The water treatment facility will be located just east of the corner of Hayden Road and McDonald Drive and will assure the City of an adequate supply of high-quality drinking water.

Chaparral Park Extension and Improvements: Plans are underway to expand and upgrade this facility to include two lighted ball fields, improve the off leash dog park area, provide additional parking, and renovate the existing pool and associated buildings.

Hayden Road/McDonald Drive Intersection Improvements: Planned to be concurrent with the water treatment plant and park improvements, this intersection will be improved through dedicated left and right turn lanes, provisions for bike lanes, improvements to or construction of raised landscaped medians, a four-way bus pullout with a shelter and three-thru (north/south) and two-thru (east/west) lanes.

5. Superfund Information

In the early 1980's, chemicals from private industrial operations were discovered in two wells operated by the City of Scottsdale. In response, the City took immediate action by shutting down these wells. In cooperation with EPA and other entities, alternatives for treating the contaminated groundwater were evaluated. By the early 1990's, a Groundwater Treatment Facility funded by the EPA, the City and responsible parties was constructed in the polluted region. Operated by the City, this facility has successfully: 1.) reclaimed this valuable water resource; 2.) provided safe drinking water; and 3.) continued cleaning up this site. For more information call Water Resources at 312-5747.

C. Demographics

1. Population and Housing

As of the Federal Census 2000, the total population in the Indian Bend area was 81,000 living in 38,633 households. The median age of the population in the Indian Bend area is 42.1, the same as that for the entire city. Average household size in this area is smaller than the city average household size: 2.07 as compared to 2.22. Eleven thousand households have people over 65 years of age, one third of the total households in the Indian Bend area. Seventy-five hundred households have children under 18, one-fifth of the households of the Indian Bend area. Citywide, one-fourth of the households have persons over 65 or under 18. Between 1980 and the present, Scottsdale's population has grown significantly. The following table provides some figures for comparison.:

	Population	Households	Median Age	School Age Children	Over 65	Median Income
2000	81,000	38,633	42.1	6,181	6,452	48,000
1990	75,798	35,049	39.1	5,608	5,853	31,980
1980	72,226	30,892		4,943	5,159	

Demographics: population and housing counts and trends, household types, part-time residents mix, housing values, household incomes, school-age population

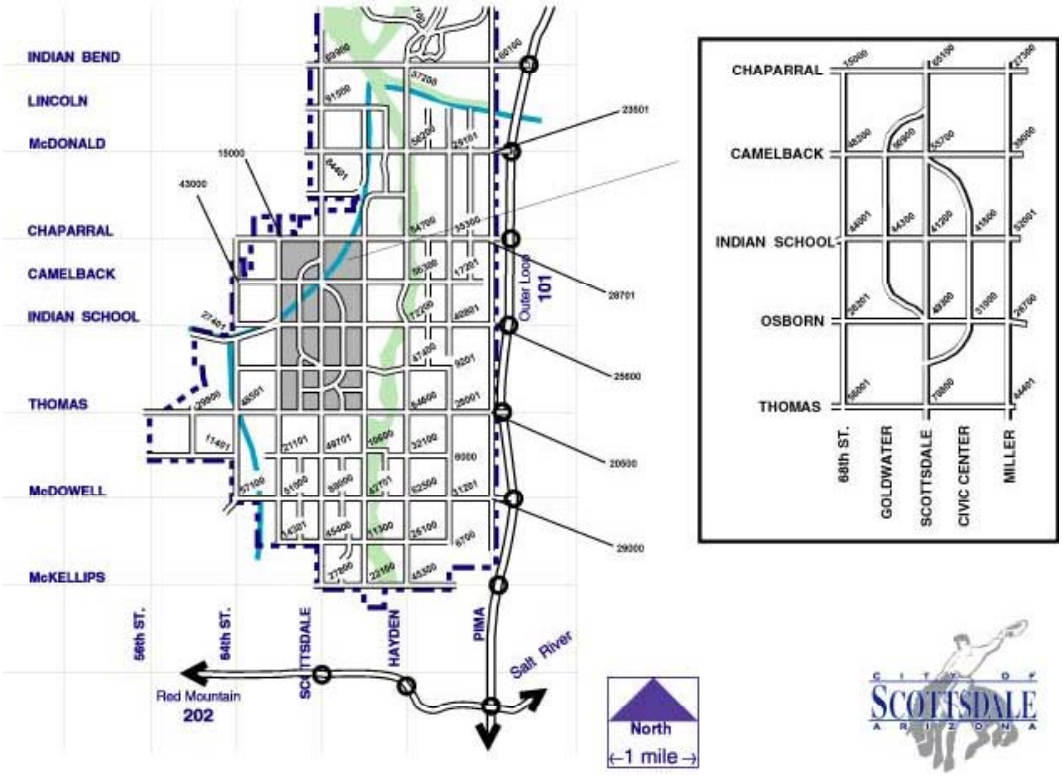
Housing. Single-family, owner-occupied

2. Employment: employment levels/types/trends

3. Economics: economic functions, key drivers, regional trends and impacts

D. Atlas of Indian Bend Area

2000 Average Daily Intersection Traffic Volumes - Indian Bend Area, including Downtown



2000 Average Daily Segment Traffic Volumes - Indian Bend Area, including Downtown